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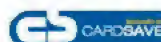
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24 APRIL 2015



WELCOME TO THE MAY ISSUE!

What's your favourite part of owning a fast Ford? Is it the bragging rights it brings you down the pub? The escape from the wife and kids at the weekend it offers? Or is it simply the sheer thrills, excitement, and adrenaline rush it gives you when you get behind the wheel and really open the taps?

I wouldn't mind betting it's actually a little bit of all three, but mainly the latter. Owning a fast Ford is all about the driving experience it bestows us. And with that in mind it's not surprising that this month's cover car owner uses his pride and joy every single day. Yep, that lairy, tiger-striped, 400bhp, rear-wheel drive Escort Cossie is someone's daily driver! You can find out just why (although you can probably guess) owner Adam Hawkesworth uses his car as often as possible in the full feature on page 8.

Further proving the point is the five-door Focus ST on page 22. It started life as a family runaround and although it

has now morphed into a 600bhp drag weapon it stills gets regular road use.

But what if one car just won't do all you need it to? Well, take a leaf out of 19 year-old Micky Thompson's book and have multiple Blue Ovals. Read all about his collection on page 40.

You can also take a trip down memory lane this month, with two history features. The first on page 30 celebrates every fast Ford ever to wear the legendary RS moniker, while the second on page 62 (the first of a two-part) looks at Ford's illustrious history in the WRC.

We've even got our hands dirty this month too, testing the latest Mk3 Focus ST products from Steeda on page 18, and showing how to get your car up to summer show standards over on page 76.

For the budget-conscious our '3 of a kind' feature on page 86 focuses on track cars for less than a grand this month. So take heed and enjoy some seriously cheap thrills this trackday season!

Enjoy the mag!

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400bhp, rear-wheel drive, tiger-striped daily driver!

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This guy owns four cool fast Fords – and he's only 19!

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The first of a two-parter looking at Ford's WRC career.

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400bhp, 4x4, YB'd pick up with an in-your-face paintjob!

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Two fantastic fast Fords on this double-sided poster!

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Another rare Blue Oval...

MAY 2015 NO.356

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There's something deeply weird and very interesting about a drivetrain swap, especially if doing so goes against the fundamental principle of the car in question. The Ford world is blessed with all manner of weird and wonderful cars that started off life being pulled along by the front wheels, but have since been treated to the drivetrain (or indeed chassis) from

a rear- or four-wheel drive car.

The rear-drive Mk3 Escort from last issue, or the insane 4x4 Fiesta Mk3 from the issue before that are both perfect recent examples; all traces of Ford's fancy, newfangled (for the early '80s) front-wheel drive technology have been unceremoniously binned, and both now sport a huge amount of Cosworth DNA.

These kinds of swaps aren't

exactly common, but they aren't unknown either. What's much rarer is a swap from an already four-wheel drive setup to solely rear-wheel drive! Mainly as 4x4 was such a desirable trait for so long, although we have seen a few examples of such conversions over the years.

By now you've probably worked out that the Escort Cosworth in front



Words: Jarkle Photos: Matthew Dear

TAME THE BEAST

This snarling RWD, 400bhp, tiger-striped Escort Cossie may be a bit of an animal, but it doubles as Adam Hawkesworth's daily driver too!



of you sports just such a drivetrain, but that isn't the only noteworthy thing about it. No, what's really special about this car isn't where the YB's power is routed, but how often it gets used – daily, and in all weathers!

"It's my dream car – why on Earth wouldn't I drive it everywhere all the time? They were meant to be used at the end of the day, and keeping it in regular use makes it easier to keep on top of problems as they arise" explains the car's owner, Adam Hawkesworth.

"I actually bought it in Leeds about seven years ago, and it's a car I've always wanted and always

promised myself – my dream RS Ford," laughs Adam.

A good price was agreed, though the Escort was far from pristine and needed some welding to the driver's rear arch and around the filler cap – it might be an RS, but at the end of the day it's still a twenty-odd year-old Ford! The YB had also seen better days, and though Adam had driven it home without issue, he opted to play it safe and strip it down for a rebuild. Now there's little point rebuilding an engine like the YB without installing some uprated components at the same time – it's pretty much what it was designed for after all, and Adam duly obliged by fitting 0.5mm

oversized Mahle pistons with enlarged valve cut outs to the 200 block, a T34 hybrid blower and, among other things, an RS500-style intercooler. That hardware has been paired with a Level 8 ECU with an MSD chip, and the car now runs a big bore bypass valve and ultra-aggressive anti-lag and launch control, both essential elements for any practical, economical daily driver we're sure you'll agree.

"I've since had it mapped and it's now making approximately 400bhp, so not bad for a daily driver. My long term aim is to get through the 500bhp barrier though, and that'll need aftermarket cams and a

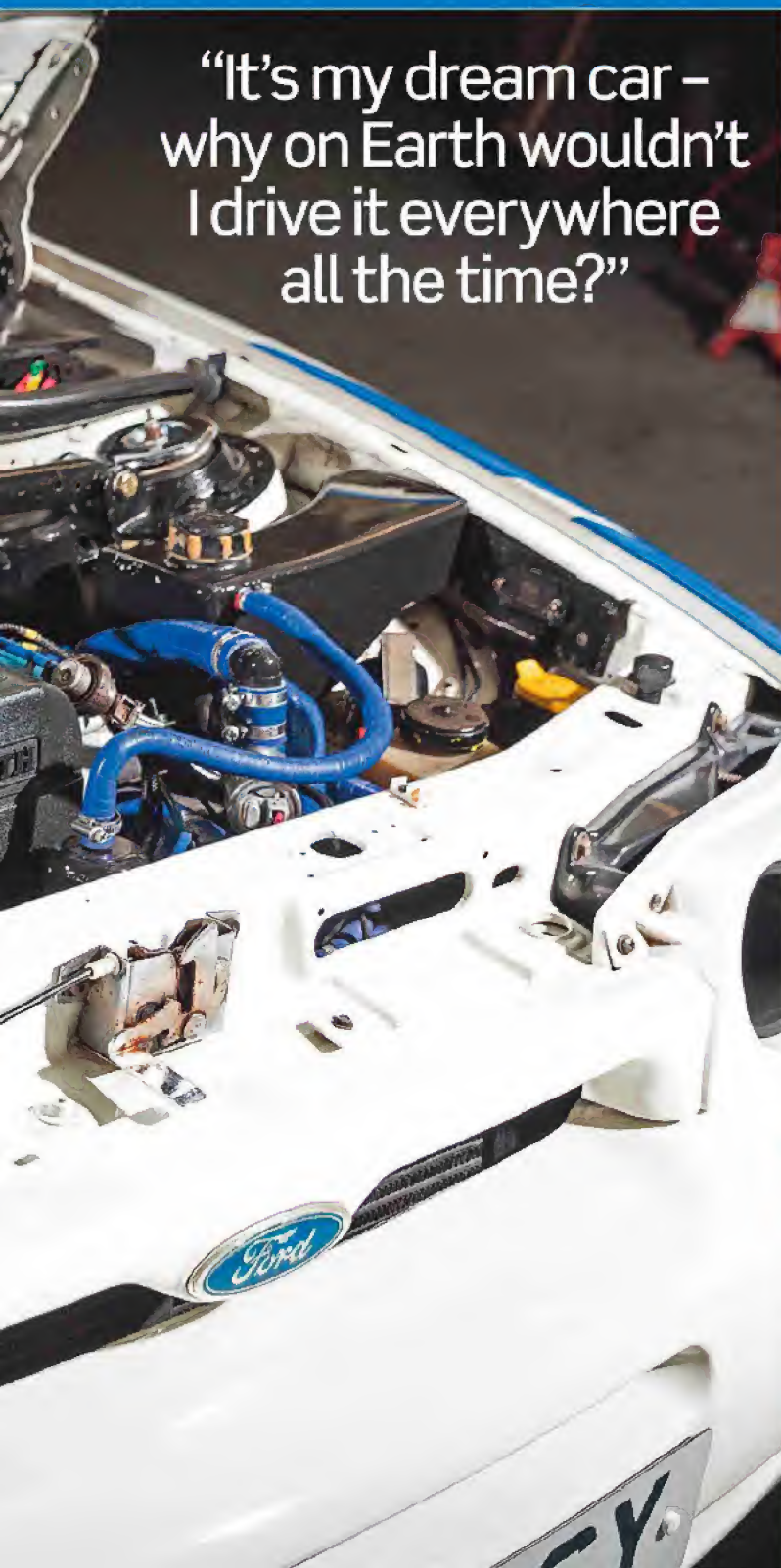


That's 400bhp worth of YB that gets used every day!





"It's my dream car – why on Earth wouldn't I drive it everywhere all the time?"



T34 turbo also has anti-lag and launch control!

TECH SPEC

ESCORT COSWORTH

ENGINE

1998cc DOHC 16v YB Cosworth with 200 block, 0.5mm oversized Mahle pistons with big valve cut outs, OE crank, rods and head, T34 hybrid turbo running 26psi, RS500 intercooler, 3Bar map sensor, Group A coil, Level 8 ECU with MSD chip, braided engine loom, anti-lag and launch control, big bore air bypass valve, stainless steel exhaust system, Group A breather system, blue silicone hoses, uprated fuel system, Vibratronics engine mounts

POWER

400bhp (owner's estimate)

TRANSMISSION

BorgWarner T5 gearbox, six paddle AP Racing clutch and heavy duty cover plate, shortened propshaft, 7.5inch Sapphire Cosworth 2WD differential and driveshafts, Vibratronics gearbox mounts

SUSPENSION

Adjustable Koni dampers, Ahmed

Bayjoo lowering springs, polybushed, front strut-brace, Sapphire Cosworth 2WD front hubs and rear beam

BRAKES

Front: 330mm discs with Brembo 4-pot calipers
Rear: Escort Cosworth vented rear discs and calipers

WHEELS & TYRES

8x18in Compomotive MO alloys with 225/35x18 tyres

EXTERIOR

Escort Cosworth shell in gloss white with 1992 WRC 'tiger stripe' livery, Ford Motorsport sun strip, Morrette headlights

INTERIOR

Full raven leather interior with original Recaro seats, dash and instrumentation, TV screens set into headrests

THANKS

Mark at MBE Autos for the photoshoot location, Donna at Dcoop Designs for the vinyl livery, Motech BMW, my fiancée Sarah for being so supportive

change of turbo.” Now all this YB tuning is all well and good, but many of you are probably still wondering why Adam took the rather drastic step of halving the number of driven wheels at his disposal, and it’s certainly something that caused no end of forum discussion at the time.

“There were people getting upset about it as it’d devalue the car, but I’d made my mind up by then. It stemmed from the time I exited a wet roundabout on my way home and accidentally went into a full-on, broadside four-wheel slide,” Adam recalls.

It wasn’t an experience that he relished, especially as his natural instinct was to cure the slide by steering into it, just like in a rear-wheel drive car. It was enough to convince him, and Adam started hunting out everything he’d need for the conversion almost as soon as he got home, most of

the hardware eventually coming from a Sapphire Cosworth. The Escort now runs a T5 ‘box and Sierra prop that’s had 60mm shaved off of its length, plus the complete Sierra rear end. The raiding of the big saloon parts bin went even further, Adam ditching the Escort’s front diff in favour of Sierra hubs and uprights, though the car now runs Ahmed springs and Koni adjustables all round.

“It’s a setup that’s proved really reliable and I certainly prefer how it drives in rear-wheel drive form. OK so you’ve got to be a bit more careful in the wet, but then that’s half the fun of an RS Ford.”

Those Koni dampers have been matched to a totally repainted and restored underside, with all lower arms, brackets and mounts having been carefully brought back to life. The job of stopping 400bhp worth of Escort Cosworth has been entrusted to a four-pot Brembo setup



Engine monitor helps Adam keep an eye on that YB





Touchscreen headunit is a modern touch



DRIVER SPEC

ADAM HAWKESWORTH

Age: 36

Job: Mechanic at Motech BMW

First Ford: A 950cc Fiesta Popular

Favourite Ford: Well it has to be my own Escort – I've always wanted one and I doubt I'll ever sell it

Worst part of the build: Sorting the wiring out. I ended up buying a brand new braided loom instead

Best part of the build: Actually driving it

“I certainly prefer how it drives in rear-wheel drive form”



Tiger stripe graphics
are still intimidating
20-odd years later!

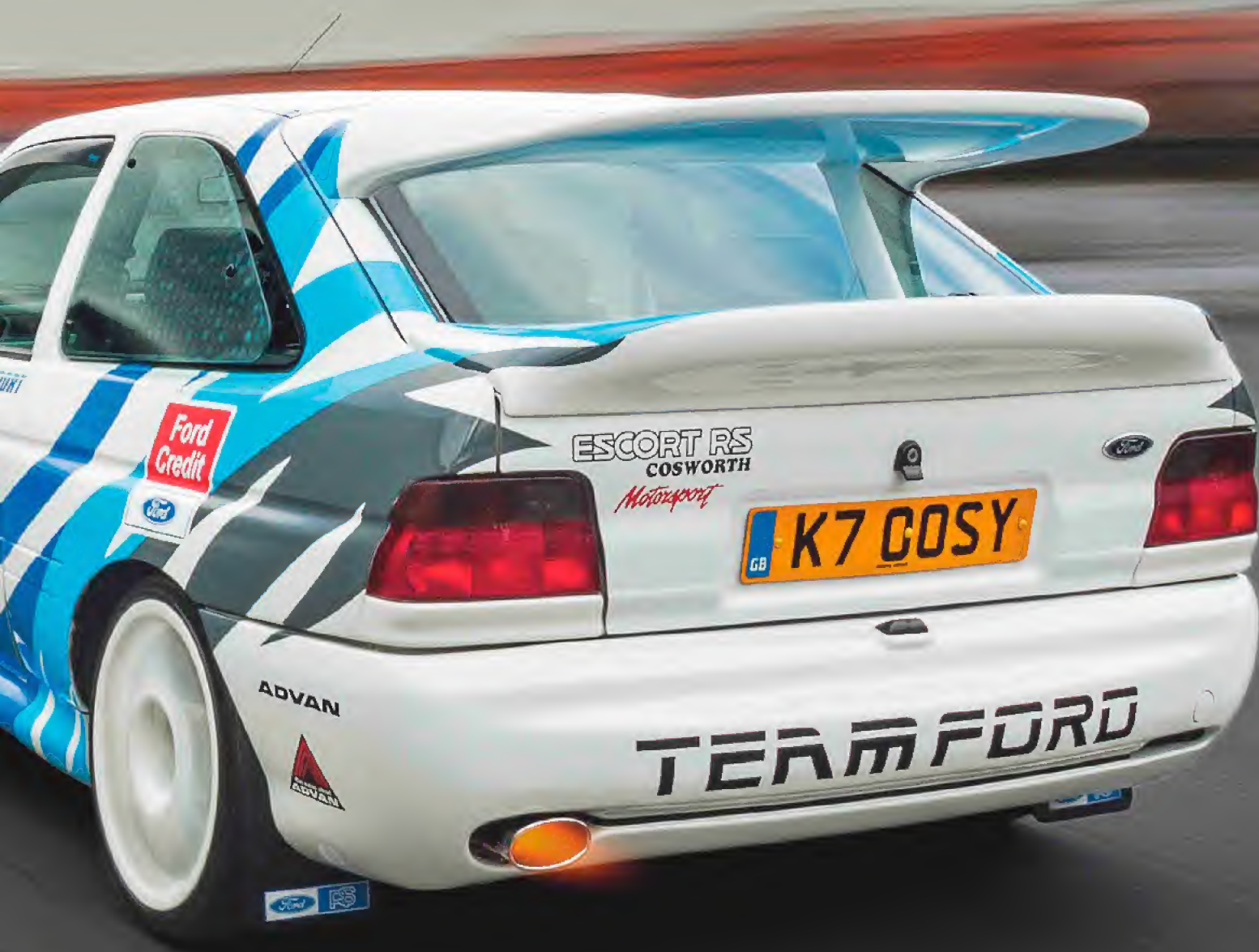


“It gets a huge amount of
attention wherever it goes”



Pop-pop, bang-bang!





at the front, plus hefty 330mm discs, aftermarket pads and braided lines throughout, all housed inside timeless Compomotive MO alloys.

The oily underpinnings of this car only tell half the story though, and the quickest of glances at the exterior will tell you all you need to know about where Adam's love for Escort Cosworths stems from. Those achingly '90s tiger stripes are very much a throwback to when this car ruled the roost, though it's also a faithful replica of the livery sported by the Group A rally cars back in 1992. This latter point is probably lost on the countless well wishers and gobsmacked road-users who clock this car on a weekly basis –

it's about as far from subtle as it's possible to get!

"It gets a huge amount of attention wherever it goes, which can be slightly embarrassing if there's someone else in the car, though at the end of the day it comes with the territory!"

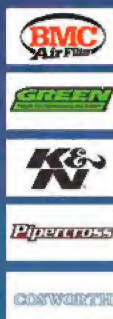
That's a small price to pay for getting to pilot such a superb fast Ford on a daily basis, especially as Adam makes sure he uses it properly (he was seldom off track at Ford Fair last year!). It's impossible to overstate just how refreshing it is to see a car like this being used all the time and Adam's very much committed to it – he's out in the car in all weathers, no doubt with a massive grin on his face! ☑



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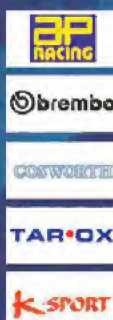
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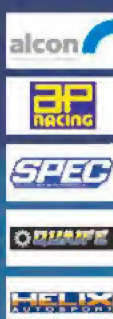
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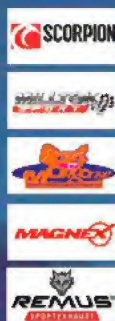
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TESTED

STEEDA MK3 FOCUS ST

STEEDA'S FOCUS ST IS STRAPPED TO THE ROLLERS TO SHOW WHAT GAINS EACH OF THEIR UPGRADES REALLY MAKES...

Steeda may be a relatively unheard of name in UK tuning circles, but on the other side of the Atlantic they are simply huge! The American-based tuners have been working with the mighty Blue Oval for the past 25 years, and in that time Steeda-equipped cars have won more races than Shelby-, Saleen-, and Roush-equipped cars combined! So it's fair to say they know a thing or two about fast Fords.

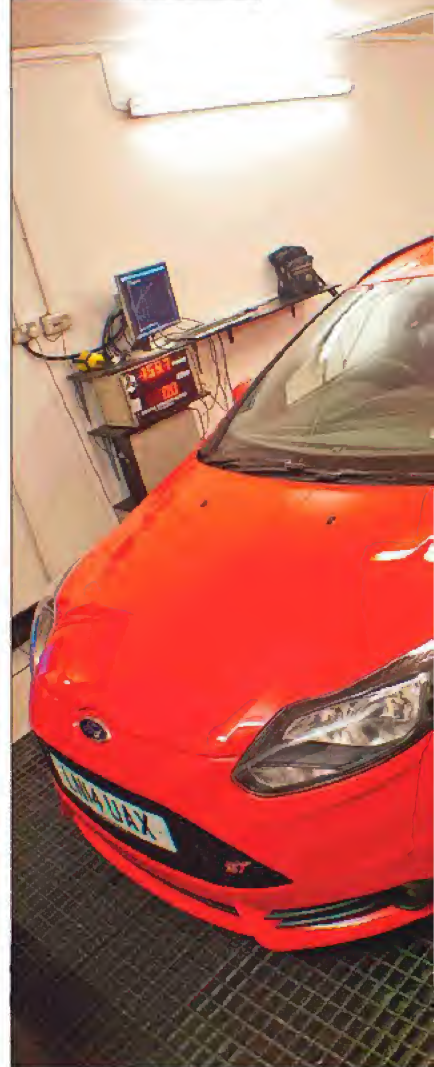
And since Ford is now employing a truly 'global' platform it means the American giants can offer their goodies all over the world, including to

us Brits! The first car they turned their attention to is the Mk3 Focus ST, producing a selection of bolt-on hardware upgrades as well as two new engine management tunes that can be flashed on to the car via the OBD port and one of SCT's new handheld tuning boxes; one for 95RON fuel, and one for super-unleaded petrol.

But rather than just believe the hype, Steeda invited us to witness testing of their new software so we could see for ourselves what difference it makes. The car had already been fitted with a selection of performance parts from the Steeda catalogue – which



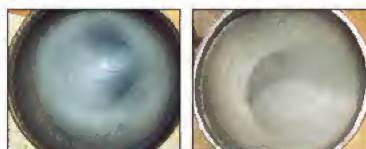
Same dyno, same day, same conditions, means the back-to-back runs can be reliably compared





COSTS

Cold air intake £318
Intake tube £199.80
Intake manifold spacer £166.80
Denso spark plugs £54.98
Intercooler £7BC
SCT Handset with Steeda tune £499



You can see how less restrictive the Steeda intake is (bottom) compared to the standard item!



The Steeda products fitted were all simple bolt-on upgrades

TESTED STEEDA MK3 FOCUS ST

included a cold air intake system, intake tube upgrade, intake manifold spacer, Denso spark plugs, uprated intercooler, upgraded rear engine mount, short shifter kit, Steeda gearknob, and TSW wheels.

The car had previously completed a run on the same dyno at Perfect Touch in Hoddesdon when in totally standard guise, so although we couldn't use as a direct comparison on the day, it would give us something to judge the performance of the 'hardware-only' upgrades against. Steeda have completed their own testing for each of the hardware products, but it was interesting to see what the differences between 'hardware-only', 'hardware plus 95RON map', and 'hardware plus 97RON map' would be.

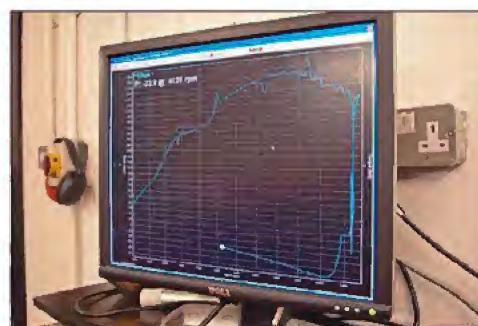
One thing worth mentioning before we get in to the day's testing however, is just how much heat-soak played a part when the standard hardware was fitted. A previous dyno session shows that on its first run the car made 253.7bhp – not bad, and bang on the money for the standard car. On the second run however a few minutes later, the car only produced 238.2bhp – a loss of 15.5bhp! The guys at Perfect Touch explained that this loss was caused by heat-soak from the previous run and the ECU was knocking the power back to prevent causing any damage. This highlights the inefficiencies of the standard hardware, in particular the intercooler and air intake.

For our first run of the day the car had the factory software installed, so we could see what difference, if any, the bolt-on performance upgrades had made. Clearly they had worked, as the dyno read an impressive 265.9bhp – 12bhp more than the best results achieved with the standard hardware. But more importantly than that, the back-to-back runs we conducted showed incredible consistency with all of the runs almost identical to each other.

Following that, Steeda's Robbie Kazandjian installed the first of the two software upgrades available, the 95RON software. These settings are designed for those who want the improved performance offered by a 'mapped' car but don't want the stress (or expense!) of having to find super-unleaded fuel every time they fill up.

The software made another notable difference to the dyno readout, this time showing a

TESTED STEEDA MK3 FOCUS ST



peak power of 285.1bhp – a further improvement of over 19bhp, and over 31bhp up on standard. Again the second run showed results consistent to the first, and in that respect 'run 2' was an impressive 46.9bhp over standard!

The second of the software upgrades was then installed before our final batch of runs for the day. The 97+RON map is designed to get the most possible from the car and requires the use of super-unleaded fuels, as the name suggests. As you'd expect this

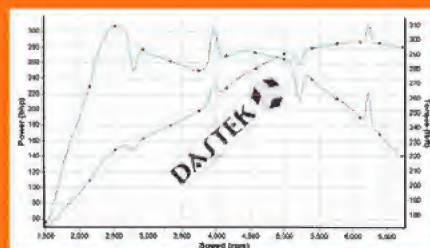
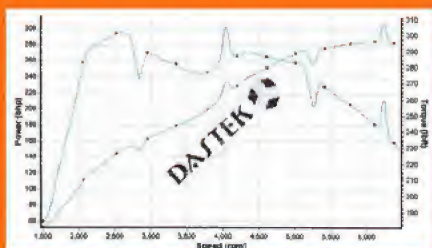
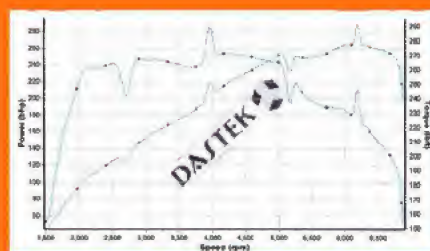
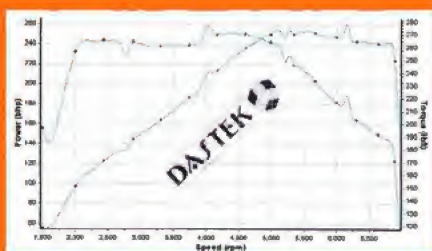
software produced the highest results of the day with a 288.1bhp run, marginally up on the 95RON map in terms of both power and torque.

So there you have it, yes the Steeda products do work, and work pretty well. Considering these upgrades are simple bolt-ons – and the upgrades fitted to this car doesn't even include an exhaust system – the results are pretty impressive; 15bhp from hardware alone, and over 30bhp increases from hardware and software combined.

Plus, and it's all supposed to be a bit hush-hush at the moment, Steeda are currently working to get these products authorised to offer as dealer-fit upgrades, meaning they won't affect the standard warranty! Keep an eye on the Steeda UK website for more developments regarding that one.

With Ford adopting the new 'global' platform for all its cars we're sure to see more from Steeda over the coming months and years, especially with cars like the new Mustang – something of a Steeda speciality – coming to the UK later on in the year... 🇬🇧

RESULTS



Contacts

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Words: Dan Furr Photos: Jonny Elliott

FIVE STAR

This 600bhp, ST-badged, five-door Mk2 Focus is ready to tear up the tarmac of the nation's drag racing strips...



A five-door hatchback isn't necessarily the first thing that springs to mind when you think of quarter-mile strip stars, but for Ford fanatic, Rob Colquhoun, that's exactly what's been powering him along the asphalt at some of the UK's most popular motorsport venues. You may be even more surprised to learn that his 'more door' of choice is a Mk2 Focus ST chucking out an estimated 610bhp!

"It was a standard car that had covered just 30,000 miles from new when I bought it in 2010," recalls the 25-year-old welder from Darlington. "I'd owned a Peugeot 206 equipped with a two-litre turbocharged lump, and I'd played with Japanese machinery in the form of a Lexus IS200, but it was the promise of fast-road fun in an Electric Orange ST that encouraged me to sell up in favour of the Blue Oval," he explains.

Almost as soon as he'd grabbed the keys to his new ride, Rob began to tinker with its mechanical makeup; a Stage 1 upgrade was quickly followed by a succession of other performance boosting enhancements, culminating in a dyno graph

that proudly displayed a 350bhp power figure. That's a respectable number of ponies for any fast Ford, but the ST's engine thought otherwise, and it registered its disapproval by cracking one of the block's liners.

By this time, Rob had become a familiar face in the workshop of Ian Walley Racing. The County Durham tuning firm is well versed in the build of powerful Fords, and its owner boasts an incredible drag-spec Mk2 Cortina that is frequently spotted hammering along the straights of Santa Pod and York Raceway. Unsurprisingly, Rob's eyes were opened to a world where quick cars and high horsepower reign supreme, and it wasn't long before he was attending race meetings and entertaining the idea of transforming his fiery Focus into a quarter-mile monster.

"The busted engine provided me with the perfect opportunity to pull together a list of all the parts required for a replacement powerplant that would enable me to hit the track in a car packing a higher level of performance than it had been able to achieve prior to the dreaded liner crack," continues

Rob. "As luck would have it, I managed to source a complete unit from a Focus RS that had been tuned to Stage 4. It offered 430bhp without fettling, and I jumped at the chance to chuck it under my ST's bonnet!" he smiles.

You might argue that anything over 400bhp is more than adequate for a road car, but Rob soon discovered that even this level of output was no match for the galloping charge generated by the veteran drag demons that he would face at the strip. "With the new lump in place, I took the Focus to a variety of drag events across the UK, and I happily let rip on track in order to see what the

car was capable of. I was pleased with its tuned RS power, although I became acutely aware of the fact that even a Stage 4 Focus feels as though it is plodding along at a pedestrian pace when compared with the efforts of the highly modified motors competing in the National Street Car Challenge (NSCC)," he sighs.

It was while chatting to the chaps at Wrexham's first name in Focus tuning, BD Performance, that Rob's 'eureka moment' presented itself. There, lying among a stockpile of parts destined for one of the company's customer's cars, lay a brand new Borg Warner S200 Series turbocharger. "That turbo is good

for well over 600bhp," came a call from a faraway corner of the workshop. "I should really think about fitting one of these to my ST," replied a wide-eyed Rob. You can see where this is heading...

Before long, Rob was compiling another list of parts that would convert his already-impressive Focus into a savage strip soldier. Its RS block remained, but was soon to be kitted out with Wiseco forged pistons, K1 connecting rods and a crankshaft oil scraper. Newman camshafts were introduced to the mix, and intake airflow was vastly improved by the introduction of a 70mm throttle body, a ported and polished lower inlet,



"I jumped at the chance to chuck it under my ST's bonnet!"

DRIVER SPEC

ROB COLQUHOUN

Age: 25

Job: Welder

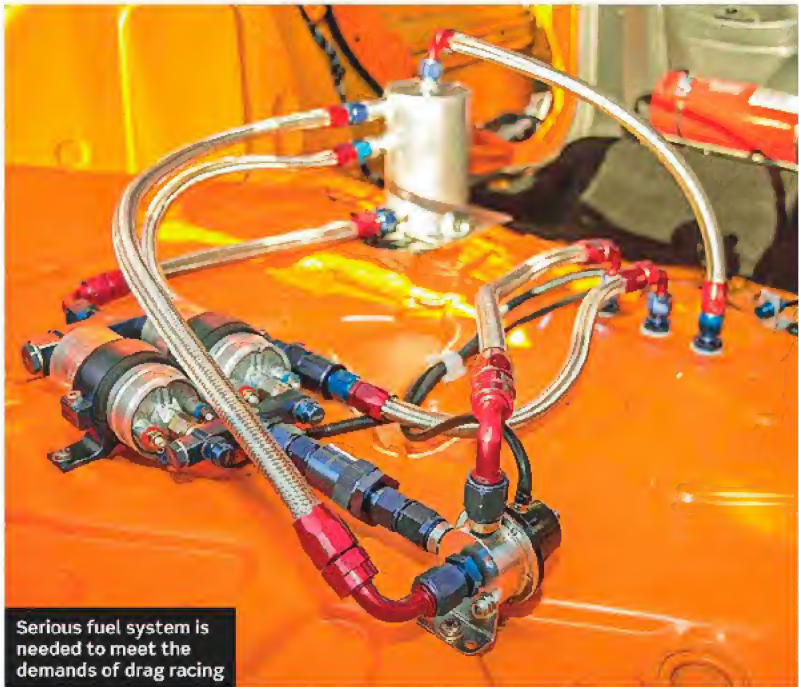
First Ford: This one

Favourite Ford: RS200

Best mod: Everything that has enabled the delivery of so much power

What's next: A drag-spec chromoly rollcage





Serious fuel system is needed to meet the demands of drag racing





“My ST is now producing in the region of 610bhp, but more upgrades are on the cards”

➤ a Pumaspeed upper inlet manifold and an Auto Specialists induction kit.

BD Performance was given the job of building the ST's new heart, and one of the firm's breather kits soon found its way into the car's engine bay. Meanwhile, the S200 turbo was joined by an Airtec intercooler, a 2.5-inch boost pipe kit and an enlarged downpipe mated to a three-inch stainless steel exhaust system.

The fuelling demands of drag racing have been met by a trio of high-flow fuel pumps, Bosch 750cc injectors and a swirl pot, while engine operating temperatures are kept in check thanks to a front-mounted oil cooler and a Devil's Own methanol injection setup. The latter serves to cool the engine's cylinders under load while simultaneously increasing fuel

octane ratings, thus delivering an increase in performance while exercising control over detonation.

A modest rev limit was programmed into the car's ECU before Rob was allowed to engage in a period of engine 'bedding in'. "I spent a couple of weeks with my foot hovering gingerly over the accelerator pedal until I was able to return to Wrexham for a final mapping session," he tells us. "My ST is now producing something in the region of 610bhp, but more upgrades are on the cards, and I've just placed an order for a nice new tubular exhaust manifold," he grins.

Such a massive amount of power in a hot hatch is fairly useless (and potentially unreliable) without accompanying transmission, suspension

The ST's five-pot motor can be tweaked to produce huge power!





TECH SPEC

FOCUS ST

ENGINE

2-litre Focus RS block, Revo Stage 4.5 map, Wiseco pistons, K1 connecting rods, crankshaft scraper, Newman Stage 1 camshafts, 70mm throttle body, ported and polished lower inlet, Auto Specialists Stage 2 induction kit, BD Performance breather kit, Pumaspeed upper inlet manifold, Devil's Own water methanol injection kit, Borg Warner S200 Series turbocharger, Turbosmart 38mm external wastegate and recirculation valve, titanium turbo blanket, Airtec Stage 2 intercooler, 2.5-inch boost pipe kit, T3 cast exhaust manifold and custom downpipe, Section 59 3-inch turbo-back stainless steel exhaust system, Denso Racing spark plugs, 16-row front-mounted oil cooler, Bosch 750cc fuel injectors, Auto Specialists in-tank 300lph fuel pump, twin Bosch 044 external fuel pumps, swirl pot, Vibra Technics torque mount, silicone hoses

POWER

610bhp (owner's estimate) @ 34psi boost

TRANSMISSION

Factory five-speed manual gearbox, Quaife limited-slip differential, Helix six-paddle clutch, solid flywheel, Hardrace gearbox mount, short shift kit

SUSPENSION

KW Variant 11 coilovers, Powerflex Black Series polybushes throughout

BRAKES

K-Sport 8-piston front calipers, factory rear calipers, drilled and grooved discs, performance pads, Goodridge braided hoses

WHEELS & TYRES

Factory 18-inch ST alloy wheels painted Gulf blue, Nankang 225/40/18 track tyres

EXTERIOR

Factory Electric Orange paintwork, polycarbonate rear windows, Focus RS bonnet vents, Luke tow eye strap

INTERIOR

Fully stripped interior, factory Recaro sports seats, Luke safety harnesses, Innovate boost controller, weld-in half-rollcage, 2.75-litre MSA-approved onboard fire extinguisher, dash-mounted gauges (AEM air/fuel ratio, boost, oil temperature, nitrous in waiting!)

THANKS

James Murphy, Ian Walley Racing, Darren and Ben at BD Performance



It's got five doors, but it's also got 600bhp!

and braking upgrades. Fortunately, Rob had installed KW Variant 1 coilovers and Powerflex Black Series track-ready polybushes at the same time as his car's earlier Stage 1 upgrade, and BD Performance had equipped its factory gearbox with a Quaife limited-slip differential, a Helix six-paddle clutch, a Hardrace gearbox mount, a solid flywheel and a short-shift kit.

K-Sport eight-pot calipers with drilled and grooved discs take care of the ST's ample stopping power, but Rob admits that slowing down isn't exactly on his list of priorities. "I've stripped the interior and I've ditched as much factory cabin trim as I can in a bid to reduce the car's overall weight. I'm hoping to break into the ten second quarter-mile mark when competing with the boys of the NSCC this Easter, and I'm prepared to try anything that will help me to move along the strip at ever-quicker speeds. To that end, I've kept styling updates to the bare minimum," he says.

Indeed, functional FRS bonnet vents and a Luke tow eye strap are just about the only exterior modifications to be found on this fantastic Focus, although its factory alloys have been painted light blue in recognition of Ford's classic Gulf racing livery. We're not sure they'll improve performance but they look cool.

In addition to the aforementioned tubular exhaust manifold, a nitrous injection system is also waiting in the wings. "I reckon that I'm on the way to 700bhp with the changes that I have planned for the car," beams Rob. That'll be an extraordinary achievement, and one that should see him repeatedly pilot his super ST past Santa Pod's finish line sensors while forever smashing his personal best. Bear that in mind the next time that you see a five-door parked up in your local supermarket car park. After all, Rob's Focus proves that it's not just Henry's three-door models that are capable of seriously fast fun! 🏁



Functional bonnet vents look cool and keep engine bay temps low





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HERITAGE

The legendary RS badge has been with us on UK fast Fords for the last 45 years, and is set to continue with the new Mk3 Focus RS in the coming years. So, let's remind ourselves of the great Blue Ovals to come from the Rallye Sport stable...



1970-1974 MK1 ESCORT RS1600

Yes, the German Taunus 15M, 17M, and 20M all had RS badges a year earlier in 1969, but the Escort RS1600 was the first British car to wear the legendary moniker and is considered by many (especially Brits) to be the first 'proper' RS. It was virtually all hand built at AVO (Advanced Vehicle Operations) and considering the small 1.6-litre engine it was impressively fast and would show a clean pair of heels to many modern cars even to this day!

ENGINE

Size: 1599cc, DOHC BDA
Power: 120bhp

PERFORMANCE

0-60mph: 8.3 seconds
Top Speed: 113mph

Cost New: £1447



1970-1974 MK1 ESCORT MEXICO

After Kent-powered Mk1 Escorts finished first, third, fifth and sixth on the 16,000-mile London to Mexico Rally the Escort Mexico was created by AVO to celebrate. Despite not bearing the RS insignia, it's still considered to be part of the family, largely due to it being sold through the newly formed network of Rallye Sport dealers. Check out the price when new, imagine if you could find a good 'un now for that price!

ENGINE	PERFORMANCE
Size: 1598cc, OHV	0-60mph: 10.7 seconds
Power: 86bhp	Top Speed: 100mph

Cost New: £1150



1970-1974 CAPRI RS2600

The RS2600 was all about meeting homologation rules, and although it did become more civilised throughout its life, the first 50 or so cars came with fibreglass doors, bonnets and boot lids, and even had sliding Perspex windows! They even came devoid of a heater or carpets! Later models gained some creature comforts, chrome corner bumpers and fuel injection. The RS2600 was never officially sold in the UK but some examples were snuck onto our shores!

ENGINE	PERFORMANCE
Size: 2637cc, V6	0-60mph: 8.5 seconds
Power: 150bhp	Top Speed: 124mph

Cost New: £1447



1973-1974 MK1 ESCORT RS2000

You can't go wrong squeezing a big engine in a small car, and the RS2000's 2.0-litre Pinto made for an awesome motor! It gave away some of the performance of the earlier sporting Mk1s, but made up for it with handling and driveability. Suspension tweaks worked wonders for the car and contemporary press reports praised it for its comfort and for being progressive on the limit. The much-loved four-spoke RS alloys were never actually fitted as standard to the RS2000!

ENGINE	PERFORMANCE
Size: 1993cc, SOHC Pinto	0-60mph: 9.0 seconds
Power: 100bhp	Top Speed: 108mph

Cost New: £1586

1973 CAPRI RS3100

The RS3100 was the UK's answer to the RS2600, again built to satisfy homologation rules. Based on the 3000GT only around 1000 RS3100s were ever built – with only around 200 of those produced in road trim! The 3.1-litre V6 produced plenty of grunt and the 'duck tail' spoiler inspired the car's iconic status.

ENGINE	PERFORMANCE
Size: 3091cc, Essex V6	0-60mph: 17.6 seconds
Power: 148bhp	Top Speed: 125mph

Cost New: £2413



1975-1977 MK2 ESCORT RS1800

Only 109 (or so) hand-built RS1800s were ever produced, and it's seen as the 'Holy Grail' of Mk2 Escorts, and the BDA engine could easily produce 250bhp in competition trim! All road-going RS1800s were Diamond White, with the exception of one Venetian Red example, and the Carnival Red press car. Around 70 survive today.

ENGINE	PERFORMANCE
Size: 1837cc, DOHC, BDA	0-60mph: 9.0 seconds
Power: 115bhp	Top Speed: 114mph

Cost New: £3786

1976 -1978 MK2 ESCORT RS MEXICO

The RS2000's little brother featured a smaller 1.6-litre Pinto and produced 95bhp, therefore it was always in the shadow of its more powerful sibling. But chuck on a set of four Cibie spot lamps and the Mexico can more than match the RS2000 in the cool stakes!

ENGINE	PERFORMANCE
Size: 1593cc, SOHC, Pinto	0-60mph: 10.5 seconds
Power: 95bhp	Top Speed: 107.1mph

Cost New: £2978



1980-1983 RS1700T

The ill-fated RS1700T was intended to smash the WRC scene, but when a number of factors conspired against the BDT-powered machine Ford finally pulled the plug on the project. In total 18 cars were built, but very few remain today – most were sent to the crushers! One of the most famous surviving examples is M-Sport's Malcolm Wilson's blue example. As sad as the RS1700T's story is, it did eventually lead to the mighty RS200, so every cloud and all that...

ENGINE	PERFORMANCE
Size: 1778cc, DOHC, BDT	0-60mph: 4.2seconds
Power: (Works) 350bhp	Top Speed: 140mph

Cost New: £N/A



1982 -1983 MK3 ESCORT RS1600i

Once again we have got homologation rules to thank for this Rallye Sport Ford – Homologation is where a specific number of road cars have to be built to make the car eligible for competition use. The '16i' is easily distinguishable from its XR3i counterpart due to the iconic graphics, deep chin spoiler and RS alloys. Pop the bonnet and you should see K-Jetronic injection, twin ignition coils and a finned alloy rocker cover. And no, those aren't Recaros they're ultra-rare Scheel seats!

ENGINE	PERFORMANCE
Size: 1596cc, SOHC, CVH	0-60mph: 8.7seconds
Power: 115bhp	Top Speed: 116.5mph

Cost New: £6834

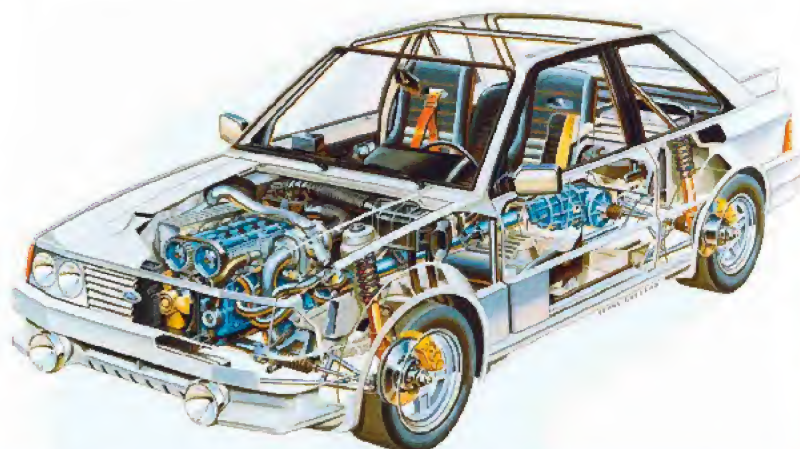


1976 -1980 MK2 ESCORT RS2000

The RS2000 is easily identified by its polyurethane nose cone and quad headlamps. Add in a starring role in cult TV drama, *The Professionals*, and its notoriety was secured forever! The 2.0-litre Pinto may seem a tad unsophisticated by modern standards but the much-loved engine has become one of the most tuneable engines Ford have ever produced, and specialists today are still pushing the limits of what is possible!

ENGINE	PERFORMANCE
Size: 1993cc, SOHC, Pinto	0-60mph: 8.5 seconds
Power: 110bhp	Top Speed: 108.2mph

Cost New: £3519





1984 -1986 MK3 ESCORT RS TURBO S1

The Series One RS Turbo was Ford's first ever turbocharged RS, and that really kick-started the Ford tuning scene. Tuning an RS Ford was nothing new in 1984, but the addition of a Garrett turbocharger meant owners and tuners could extract even more power, even more easily! Simple upgrades like an air filter, exhaust system, stronger actuator, and revised 'chip' would see the RS Turbo with around 180bhp – with plenty more to come from further mods! Add to that its cool looks and timeless styling (the S1 RST is still one of the best looking fast Fords even today!) and it's easy to see what all the fuss was about!

ENGINE	PERFORMANCE
Size: 1596cc, CVH turbo	0-60mph: 8.1 seconds
Power: 132bhp	Top Speed: 128mph

Cost New: £9250



1985-1986 RS200

The RS200 was meant to be the weapon that would win Ford the Group B crown, but sadly the sport became so outrageously dangerous it was only a matter of time before the whole thing was canned. And, unluckily for Ford, this was just at the time the RS200 was starting to come good. The RS200 did go on to dominate the Rallycross scene for years to come, with the later 'Evo' models pushing out well over 700bhp! The RS200 is still used in competition today on grueling events such as the Pikes Peak International Hillclimb, and is still a force to be reckoned with on many a rally stage!

ENGINE	PERFORMANCE
Size: 1803cc, DOHC, BDT	0-60mph: 6.0 seconds
Power: 247bhp	Top Speed: 140.2mph

Cost New: £45,000

1985-1987 SIERRA RS COSWORTH

If there's one car that epitomises fast Fords, the Sierra Cosworth is it! It's the daddy – possibly the best-known fast Ford in the world! With 204bhp (plus plenty more available with a few choice mods!) and that massive rear wing it has become somewhat of a Ford icon. Plus, the sight of a sideways three-door is enough to make any red-blooded male go weak at the knees!

ENGINE	PERFORMANCE
Size: 1993cc, YBB	0-60mph: 6.2seconds
Power: 204bhp	Top Speed: 149.5mph

Cost New: £15,950



1986 -1990 MK4 ESCORT RS TURBO S2

The later S2 may lack the motorsport pedigree of its predecessor, but that doesn't mean it's any less competent! We've seen the S2 turn its hand to almost everything from daily driver to top speed weapon, from track machine to show queen, and it's been able to do it all with relative ease. The standard 1.6-litre engine is easy to tune, but is almost equally as easily replaced with a larger capacity Zetec unit for even more grunt!

ENGINE	PERFORMANCE	Cost New: £10,028
Size: 1596cc, CVH turbo	0-60mph: 8.2seconds	
Power: 132bhp	Top Speed: 128mph	



1987 SIERRA COSWORTH RS500

The RS500 is probably the biggest thing we have to be thankful to homologation rules for, and the RS500 Touring Cars were built to decimate all on the race tracks of Britain and Europe – a feat it managed with ridiculous ease! The 500bhp-plus race cars from the early '90s were game-changers, so much so that the organisers had to come up with new rules to stop them from winning everything!

However, the road-going versions weren't a great deal faster than the regular RS Cosworth, although the extra performance goodies fitted such as the huge T4 turbo, eight-injector fuel rail, larger intercooler, and so on meant that seriously big power was never far away. Extracting this power was relatively easy and for a while most RS500s were producing at least double the standard power output, but their increasing value and shift towards bona fide classic car status has seen most restored to standard spec to retain the highest possible value. Good condition RS500s these days go for £50k-upwards!



ENGINE

Size: 1993cc, YBD

Power: 224bhp

PERFORMANCE

0-60mph: 6.2 seconds

Top Speed: 153.2mph

Cost New: £19,950



1988-1990 SIERRA SAPPHIRE RS COSWORTH

From the outside its minicab looks are deceiving – the Sapphire Cosworth is the ultimate sleeper! It may look like a run-of-the-mill family saloon with a subtle bodykit and alloy wheels, but under the bonnet lurks that mighty Cosworth YB engine. And with all the YB's power going straight to the rear wheels the Sapphire Cosworth is a genuine hooligan-machine! And that's before you start tuning it! Do so and you could reach supercar-rivalling levels of power!

ENGINE

Size: 1993cc, YBB

Power: 204bhp

PERFORMANCE

0-60mph: 6.1 seconds

Top Speed: 151.4mph

Cost New: £19,500

1990-1992 FIESTA RS TURBO

With the same basic engine from the S2 RS Turbo thrown in to the smaller, lighter, and more nimble Mk3 Fiesta shell the FRST is a mini-monster! The engine even features a host of improvements, including EFI to make it more driveable, more tuneable, and more fun. Sort the chassis and brakes out and you'll have one seriously quick hot-hatch on your hands!

ENGINE

Size: 1596cc, CVH turbo

Power: 133bhp

PERFORMANCE

0-60mph: 7.9 seconds

Top Speed: 129mph

Cost New: £11,731

1990-1992 SIERRA SAPPHIRE RS COSWORTH 4X4

The performance stats suggest adding 4x4 to the Sapphire Cossie made it slower, but in reality the extra grip on offer meant you could drive it harder and faster without the fear of entering a hedge backwards at any given moment! The 4x4 system was added so that Ford could take the Sapphire rallying, and while it may not have enjoyed much success on the stages, it did make for a seriously cool, well-rounded road-car.

ENGINE

Size: 1993cc, YBG

Power: 224bhp

PERFORMANCE

0-60mph: 6.6 seconds

Top Speed: 150.5mph

Cost New: £24,995



1991 - 1996 MK5/6 ESCORT RS2000

The Mk5 Escort may be the unloved child from the Ford stable during the '90s thanks to a slating from the press, but the RS2000 was actually quite a good little car. The original Mk5 cars featured twin bonnet bulges (one real, one a dummy) which are now considered to be one of the RS2000's most iconic features. Later Mk6 cars addressed the problems of the earlier cars and retained the 147bhp I4 engine, making them one of the most underrated fast Fords of all time. And today they have to be one of the best budget RSs money can buy!

ENGINE

Size: 1998cc, DOHC I4
Power: 147.5bhp

PERFORMANCE

0-60mph: 8.4seconds
Top Speed: 133mph

Cost New: £15,310



1992 - 1994 ESCORT RS COSWORTH T34

The Escort Cosworth was born so that Ford could mount a serious challenge on the World Rally stage. Combining the best bits from the Sapphire 4x4 Cosworth with the new Mk5 Escort shell meant Ford could be competitive and still help bolster sales (and improve credibility) of the Mk5 Escort. The addition of the T34 turbo shows how serious Ford were about rallying, sacrificing drivability in road-trim for ultimate power! But when road-users also tapped into that power potential the EsCos became one of the fastest, meanest RSs to hit the streets! And it's easy to see why they are still lusted after over 20 years later!

ENGINE

Size: 1993cc, YBT
Power: 227bhp

PERFORMANCE

0-60mph: 5.9seconds
Top Speed: 144mph

Cost New: £25,590



1992 - 1995 FIESTA RS1800

When tighter emissions regs meant Ford had to stop producing the RS Turbo it was left to the 105bhp Zetec-powered XR2i to head the line-up of fast Ford hatchbacks. That was never going to do, so engineers took a look at the XR2i's 1.8-litre engine and fitted revised camshafts, throttle body, and engine management to create the 130bhp Fiesta RS1800. Following the footsteps of a turbocharged Fiesta was always going to prove difficult, but with improved handling and similar performance (albeit less tuneable) the RS1800 won many admirers.

ENGINE

Size: 1796cc, Zetec
Power: 128.7bhp

PERFORMANCE

0-60mph: 8.3 seconds
Top Speed: 124mph

Cost New: £11,615



1994 - 1996 MK5/6 ESCORT RS2000 4X4

The 4x4 version of the RS2000 is among the rarest of RS models – up there with the RS200 and RS500 – with around only 350 examples ever to hit the streets! Built to special order (again to meet homologation criteria for rallying) the 4x4 versions added extra complexity and weight over the 2WD version. The addition of the 4x4 system also introduced additional transmission losses which, as the 4x4 was powered by the same I4 engine as the 2wd RS2000, did blunt the performance somewhat.

ENGINE

Size: 1988cc, DOHC I4
Power: 147.5bhp

PERFORMANCE

0-60mph: 8.7secs
Top Speed: 129.6mph

Cost New: £16,310

1994 - 1996 ESCORT RS COSWORTH T25

After the success of the earlier 'T34' Escort Cossie Ford developed the 'small turbo' version using a T25 turbocharger, which was more tractable with more usable performance and less lag. More modern engine management meant that it was quicker low down, only losing out performance-wise at the top end. The drawback is that these new upgrades were more difficult to extract power from when tuning, with around 300bhp being the limit before drastic changes are required, but it's still a damn fine fast Ford.

ENGINE

Size: 1993cc, YBP
Power: 227bhp

PERFORMANCE

0-60mph: 5.7 seconds
Top Speed: 144mph

Cost New: £28,015



2002 - 2003 MK1 FOCUS RS

When the Escort Cosworth was killed off in the late '90s it seemed as if the RS badge was destined to be confined to the history books forever, but then came the first RS Focus. The Mk1 FRS arrived a long three years after the launch of the Focus, with speculation surrounding an RS version ever present during that period. When it finally did arrive the FRS was surprisingly nutty given Ford's more sedate offerings of the time. It's one of the best handling hatchbacks of its time, and with 212bhp available in standard trim (plus a whole heap more with just a few tweaks) it makes for an enormously fun car that you can use every single day!

ENGINE

Size: 1998cc, Zetec turbo
Power: 212bhp

PERFORMANCE

0-60mph: 6.4 seconds
Top Speed: 144mph

Cost New: £20,100

2009 - 2010 MK2 FOCUS RS

The Mk2 Focus RS reignited the touch paper for fast Ford hot-hatches again. It made an instant impression with both owners and tuners alike with everyone keen to see how far things could be pushed. Using the same Volvo-sourced five-cylinder engine as found in the Focus ST, the RS featured a host of upgrades to take the stock power to over 300bhp, and a new Revo-knuckle suspension system that helped put all that grunt down while keeping torque steer to a minimum. Today tuners continue to push the envelope, and it's not uncommon to see 500bhp-plus Focus RSs in full road trim, with some examples pushing 600bhp!

ENGINE

Size: 2522cc, DOHC Duratec 5-cyl
Power: 301bhp

PERFORMANCE

0-60mph: 5.9 seconds
Top Speed: 163mph

Cost New: £28,500



2010 MK2 FOCUS RS500

The RS500 name returned in 2010 on the back of the Mk2 Focus RS. Gone were the days of homologation specials, but the Focus RS500 was far from the same as the showroom RS! Kitted out with one of Mountune's MP350 kits the power saw a respectable hike to 345bhp, which reduced the sprint to 60mph and nudged up the top speed capabilities too. Finished in the now-famous matt black vinyl wrap, the RS500's bodywork was notoriously tricky to look after, requiring specialist 'matt finish' polishes and protection. The wrap has even been enough to put people off driving the £35k car for fear of damaging it. As the name suggests only 500 examples were made, with 101 of those destined for the UK, meaning prices have remained stable. In fact, some second hand RS500s were selling for more than the original purchase price!



ENGINE

Size: 2522cc, DOHC Duratec 5-cyl

Power: 345bhp

Cost New: £35,500

PERFORMANCE

0-60mph: 5.6 seconds

Top Speed: 165mph



2016-ON MK3 FOCUS RS

The next generation RS is on its way! The Mk3 Focus RS will be based on the five-door Focus ST but will feature an aggressive styling package, plus the interior is set to be packed full of the latest tech Ford has to offer. But that's not why you'd buy one, the 320bhp-plus 2.3-litre EcoBoost engine and all-new 'All Wheel Drive' system with 'Dynamic Torque Vectoring' is! The system is reported to result in fantastic driving dynamics, and the engine – a reworked version of the 2.3-litre EcoBoost that we'll see in the 2015 Mustang later this year – produces plenty of power and torque in a smooth and linear fashion. We can't wait for it to arrive! Nor can we wait to see what the tuners will make of it – how long before we see a 500bhp Mk3 RS?

ENGINE

Size: 2261cc, DOHC EcoBoost

Power: 320bhp-plus

PERFORMANCE

0-60mph: TBC

Top Speed: TBC

Cost New: £30,000 (estimated)

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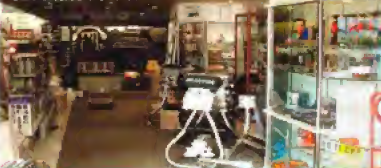
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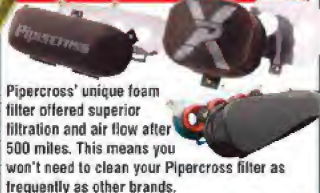
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Words: Dan Furr Photos: Adrian Brannan

FOUR PLAY

Inspired by his RS-mad Dad, Micky Thompson has amassed four fruity Fords... and the collection promises to get even bigger!

How many petrolheads can claim to have bought their first Ford at just thirteen years of age? Our guess is that the answer to that question is 'not many', but Sunderland resident, Micky Thompson, is proud to be in a minority of automotive enthusiasts who can wear this unusual badge of distinction. What's more, he has used his early foray into Blue Oval ownership as the foundation for a collection of four fabulous Fords!

"My parents gave my elder brother a classic Mini as his thirteenth birthday present," explains the now 19-year-old mechanic. "I was told in no uncertain terms that I would be afforded something similar as soon as I became a teenager. By that time, however, the price of most old-school Minis had skyrocketed, leaving me to look elsewhere for my first four-wheeler," he groans.

It didn't take long for Micky to identify Ford as his manufacturer of choice, not least of all because of his father's lifelong obsession





DRIVER SPEC

MICKY THOMPSON

Age: 19

Job: Mechanic

First Ford: My Mk3 Fiesta

Favourite Ford: Escort Cosworth



TECH SPEC

2003 MK1 FOCUS RS

ENGINE

2-litre 16-valve Duratec RS turbo, factory internals, custom map on stock ECU, uprated ignition leads, Graham Goode Racing air filter, Graham Goode Racing tubular exhaust manifold, Graham Goode Racing sports catalytic converter, Mongoose stainless steel exhaust system, silicone hoses

POWER

290bhp (estimated)

TRANSMISSION

Factory five-speed manual gearbox, AP Racing clutch

SUSPENSION

Standard shocks, H&R lowering springs

BRAKES

AP Racing six-piston front calipers with 363mm discs, factory rears with Mintex discs, EBC GreenStuff pads, braided hoses

WHEELS & TYRES

7.5x19-inch OZ Superleggera wheels, Goodyear Eagle F1 tyres 205/40/19

EXTERIOR

Factory paintwork, carbon-fibre front splitter and fog lamp surrounds, tinted yellow fog lamps, clear indicators, clear vinyl wrap, personalised registration plates

INTERIOR

Factory Recaros, oil and water temperature gauges



Currently kicking out 290bhp, but Micky has plans to increase that to over 350bhp very soon!



with the Rallye Sport badge. "Dad has owned almost every RS that Ford has produced. In fact, he has just strengthened his credentials as a die-hard Blue Oval boy by placing an order for a brand new Focus RS!" he laughs.

It was an altogether more modest offering from the Ford back catalogue that would become Micky's pride and joy, although he doted on it no less than if it were his very own RS200. "We travelled all the way from the North East of England down to Essex in order to secure my name on the logbook of a single-litre MK3 Fiesta. It was a completely standard Bonus model, and I immediately set about turning it into a car that I could proudly take to various events and meets

during the summer show season, albeit as a passenger while Dad drove!" he chuckles.

Lowering springs, Ronal five-spoke fifteen-inchers, bigger brakes and colour-coded Si-edition bumpers followed. Micky even sourced a complete Fiesta RS Turbo interior which quickly made its way into his car's cabin, but three years of toying and tinkering would come to an abrupt end when mechanical failure saw the Bonus hidden beneath a dust sheet in the corner of the Thompson family workshop.

"It was a great car to cut my teeth on, and I learned a lot from the various repair and restoration jobs that I undertook while it was my only motor. That said, by the time of my sixteenth birthday, I wanted to build something that I

would eventually be able to use as a track car. I ended up buying a Mk5 Fiesta Freestyle to use as the platform for that particular project," he recalls.

Originally equipped with a humble 1.25-litre engine knocking out circa 74bhp, the special edition Mk5 would soon find itself subjected to an engine transplant comprising a fully rebuilt 1.6-litre Zetec SE featuring the later 'black top' bottom end mated to the earlier 'silver top' cylinder head. Piper camshafts, Jenvey throttle bodies, a four-branch exhaust manifold and a Milltek enlarged exhaust system helped to release otherwise trapped ponies, and the nuts and bolts continue to be managed by an Omex 600 standalone ECU programmed with a custom

"I was determined to buy this car based on the condition of its undercarriage!"

Tidy Mk1 Focus RS is the latest addition to Micky's collection





Daily duties are now left to the Zetec S TDCi



TECH SPEC

MK6 FIESTA ZETEC S

ENGINE

Factory 1.6-litre TDCi engine and map

POWER

90bhp

TRANSMISSION

Factory gearbox

SUSPENSION

AP adjustable coilovers

BRAKES

Factory brakes

WHEELS & TYRES

8x16-inch Escort RS Cosworth alloys, Goodyear 195/40/16 tyres

EXTERIOR

Factory paintwork and styling package, wind deflectors

INTERIOR

Fiesta ST red half-leather seats and door cards

“Micky invested in a Mk6 Fiesta Zetec S TDCi to ferry him to work and back”

map. All in all, this fantastic Freestyle is claimed to be producing close to 165bhp.

Further updates included Mk3 Mondeo brakes and Raceline multi-spokes wrapped in Toyo Proxes rubber, while a stripped interior decked out with an OMP track-friendly roll cage and Ford Racing Puma bucket seats provided all the race car cockpit equipment that Micky needed before planning an attack of the UK's racing circuits.

Sure enough, as soon as he passed his driving test, our hero could be seen rocketing around Croft and Cadwell Park, but he was keen for his race-ready ride to lead a double life as a show-and-shine star at summer events. “I bought a Zetec S body kit before sending the Freestyle to my local

paint shop for a complete respray in Imperial Blue,” he tells us. “I requested an anthracite finish for the door handles and bump strips while the car was getting its new coat of colour, and I asked for the boot lid to be smoothed at the same time. I’m thrilled with the results,” he grins.

Sadly, the Mk3 still refused to function without error, and with the freshly-painted Freestyle too good to use as a daily driver, Micky invested in a Mk6 Fiesta Zetec S TDCi to ferry him to work and back. As you might have already guessed, leaving a car in its factory guise is an alien concept to the Thompson clan, and it wasn’t long before the bright red pocket rocket was rocking Escort Cosworth alloys.

Mistakenly advertised as Escort



Fiesta ST half-leather interior replaces the standard trim





The Mk5 is now used on track and for show and shine competitions



1.6-litre Zetec SE on throttle bodies produces an estimated 165bhp!

GTi wheels, Micky bought the rare rims for a bargain-busting £100, leaving him with enough cash to splash out on a Mk6 Fiesta ST half-leather interior. "I'd just collected the EsCos wheels when a friend told me that he was sprucing up his ST with Vauxhall Corsa VXR leather. His Fiesta's original seats were taking up valuable floor space in his garage, and I was able to buy them at a knockdown price in exchange for a quick sale. I didn't need to be convinced of the merits of such a deal, and my Mk6 now benefits from colour-coded ST upholstery," he boasts.

The mechanical components of Micky's Mk6 remain unchanged from factory specification, although he does tell us that a bigger intercooler, an enlarged stainless steel exhaust system and a remap are on the cards in the near future. In the meantime, he has his hands full with the latest addition to the fleet – a mighty Mk1 Focus RS!

"I bought the car following the announcement that the wait for the next-generation Focus RS is finally over. I am convinced that the launch of the new model will result in a significant price

increase for the original FRS, and it was with that in mind that I decided to get hold of one before the cost of buying a tidy example is beyond my reach," he reasons.

Numerous road trips saw a wide variety of Imperial Blue beltlers examined in close detail by Micky's beady eye until he was presented with a near-minter that had been wrapped in clear vinyl from the moment that it left the dealer showroom in 2003. Unsurprisingly, its bodywork had been well protected from the adverse effects of exposure to the elements

TECH SPEC

MK5 FIESTA FREESTYLE

ENGINE

Fully rebuilt 1.6-litre Zetec SE engine transplant, 'black top' bottom end with 'silver top' cylinder head, Piper camshafts, Jenvey throttle bodies, Omex 600 standalone ECU with custom map, four-branch exhaust manifold, Milltek decat stainless steel exhaust system, Samco silicone hoses, chrome reservoir caps

POWER

165bhp (estimated)

TRANSMISSION

Factory gearbox with short shift linkage

SUSPENSION

AP coilovers, Powerflex polybushes

BRAKES

Mk3 Mondeo calipers with ST170 300mm discs, Fiesta ST rear calipers with 260mm discs, Greenstuff pads

WHEELS & TYRES

7x15-inch Raceline multi-spoke wheels, Compomotive centre caps, Toyo Proxes T1-R tyres 195/50/15

EXTERIOR

Full respray in OE Imperial Blue, Mk5 Fiesta Zetec S body kit, body trim smoothed and painted anthracite (door handles, bump strips, mirror surrounds), smoothed bootlid, MHW rear lights, Ultra front lights, wind deflectors, various stickers

INTERIOR

Ford Racing Puma Sparco bucket seats, rear seat deletion, stripped rear cabin, OMP six-point bolt-in roll cage, factory dashboard and door cards

Now sporting a full ZS kit, the Mk5 Fiesta looks the part



The interior has been binned to save weight for track use

TECH SPEC

MK3 FIESTA BONUS

ENGINE

Factory 1-litre engine

POWER

45bhp

TRANSMISSION

Factory gearbox

SUSPENSION

Factory dampers, 40mm lowering springs

BRAKES

Factory callipers, 300mm front discs, performance pads

WHEELS & TYRES

6.5x15-inch Ronal polished five-spokes, Goodyear Eagle tyres 195/45/15

EXTERIOR

Factory paintwork, colour-coded Fiesta Si front and rear bumpers

INTERIOR

Full Mk3 Fiesta RS Turbo interior, JVC head unit

THANKS

James Neath, Eric and Rachel Lamb for detailing the cars in advance of the Fast Ford shoot, Bike Magic in Sunderland for painting the Mk5, big brother Bryan for donating the Mk5's Ford Racing seats, and to my Dad for helping me with the Mk3 when I was just thirteen years of age!



FRP Sparcos offer more support on track than the stock seats

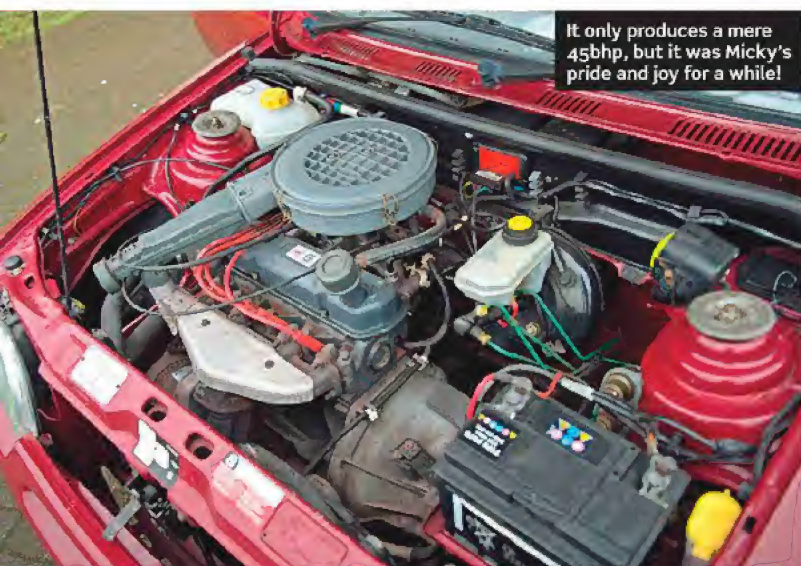


The car that started it all – a humble Mk3 Fiesta Bonus!

“I’m delighted to report that my beloved Bonus is now running like a dream!”



The Bonus is up and running once again



It only produces a mere 45bhp, but it was Micky's pride and joy for a while!

and a decade's worth of traffic film, but it was its underbody that encouraged Micky to reach into his wallet. “It is immaculate,” he admits. “I was determined to buy this particular car based solely on the condition of its undercarriage!”

Despite running factory internals, the RS's two-litre Duratec lump is kitted out with a host of Graham Goode Racing parts that include a tubular exhaust manifold, an enlarged air filter and a high-flow catalytic converter mated to a Mongoose exhaust system. A custom map is pushing out an estimated 290bhp, while AP Racing brakes and H&R lowering springs deliver vastly improved handling and increased stopping power.

OZ Racing wheels were also inherited with the car, but Micky plans to source a set of OE five-spoke rims as soon as he stumbles upon a set at a reasonable price. “I’ve also got plans to add high-flow fuel injectors, an uprated fuel pump, a hybrid turbocharger, an Airtec intercooler and a Jamsport map

– with which I hope to hit the 350bhp mark,” he confirms.

That’s an exciting prospect, but what became of the car that started his fixation with Fords? “You’ll be pleased to hear that my Mk3 is now up and running again following an extensive troubleshooting session that identified stale fuel as the cause of all its troubles. I’ve replaced its plugs and coil for good measure too, and I’m delighted to report that my beloved Bonus is now running like a dream!” he smiles.

Despite being in possession of four fault-free Blue Ovals, an ambitious RS-themed project will soon join Micky’s cluster of magnificent machines. “I want to build an RS-propelled Mk1 Focus estate (I’ve never seen one done before), and I’ve also got a burning ambition to fit a turbocharged Duratec engine into a Transit Connect,” he whispers. Both sound like very interesting projects and if his current works is anything to go by, we look forward to seeing what becomes the next addition to the Thompson’s brilliant Ford hoard! 🏆

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Exit J15. A46 to A452. B4113

From M6 or M69: Exit M6 J2 to join A46.

M69 to A46. Exit A46 to join B4113.

From M1 Northbound: Exit J21. M69,

A46. Exit A46 to join B4113.

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DAN SIERRA COSWORTH



JAMIE MONDEO ST220



SIMON FIESTA MK6

Rods and pistons all sorted and ready to rock



One dead conrod



Fresh bottom end complete with a virgin crank thanks to MJ Racing



ADE/SAPH COSSIE

GOING VIRAL...

SPEC MSD live map ■ Closed loop L8 & grey injectors ■ T38 Turbo
■ Gizmo electronic boost controller ■ Gaz Gold coilovers
■ Welded diff ■ Airtec Coolers

As an old pic of the Saph goes viral on the web, Ade wants it back on the road!



This month an old photo of me doing Cossie skids at Croft back in 2011 went viral after an Instagram celebrity added a quote to the image before reposting to his fans. Typical photographer's issues like copyright theft and poor image reproduction pale into insignificance compared to the other frustrations though on seeing this image shared thousands of times, and appearing

literally every time I went near the Internet for a week solid. That was the fact that I was being taunted by an image of me hooning about in my Cossie when it had been off the road for several months! And smoking up the rears tyres on my Saph is far more fun than waiting for an engine rebuild to be completed!

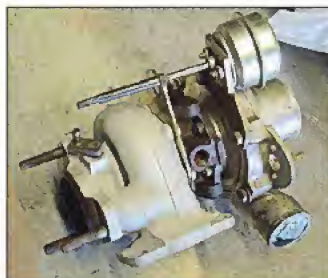
The guys at MJ Racing are doing their best to rectify this situation by cracking on with the YB's rebuild and

upgrades. The block has returned from the machine shop with a clean bill of health, and is currently being assembled. One of the rods was unusable however. Understandable as that was the one that ended up welded to the crank when everything went Pete Tong! A replacement

was sourced, and with the remaining rods and pistons checked, given new rings, (plus even a subtle edge radius treatment), they were deemed good to go. The crank was obviously destroyed, but thankfully MJ Racing could supply a good unground crank for the build, and that is being fitted with ACL Race Series standard size bearings. This engine is being built to cope!

Elsewhere, the devil is in the detail. Even ancillary items like the distributor pulley have been blasted and thoroughly checked. Even the inlet of the 0.63 exhaust turbine housing of the T38 turbo has been gas flowed and opened out to create less restriction. Next month should see the head being built up and mated up to the fresh bottom end, and then I won't be far away from being able to make some new viral images 2015 style!

"I'M AN INTERNET SENSATION!"
ADE



Even the exhaust housing has been worked on to improve flow



Blasted, checked and ready for the rebuild, no corners cut!

THANKS

MJ Racing
www.facebook.com/MJracing.bhp
01698 259737



ADE SAPPHIRE COSWORTH



MOTORBASE FOCUS BTCC



ALAN FIESTA ST

THIS MONTH

ADE'S SAPH P50
SIMON'S FIESTA P51
MOTORBASE'S BTCC	
FOCUS P52
DAN'S SIERRA COS P53
JAMIE'S ST220 P54

Stage rally cars require a fully plumbed-in extinguisher system



SIMON/FIESTA ST

SAFETY FIRST

SPEC 2.0-litre Fiesta ST engine ■ Full roll cage ■ Corbeau Forza bucket seats ■ Reiger coilovers ■ Kevlar body protection ■ ST bumpers ■ FIA-approved fuel drain ■ Plumbed-in fire extinguisher

Simon fits a fire extinguisher and sorts the Fiesta's fuel lines...



Enough with all the fiddling around and making the car look pretty – this month the conversion to a full-blown stage rally car begins!

The rules on the safety equipment required for stage rallying are much more stringent than for the car's previous life as an endurance rally car. Not only do you need a hand held extinguisher, but also a 'plumbed-in' system too. So job number one was to obtain one and install one of those.

JJC Race and Rally supplied one of their 2.25kg mechanically-operated kits, and I set about fitting it. The extinguisher needs to be solidly mounted, as getting whacked round

the head by an errant safety device during a roll is not part of the plan. Mind you, neither is a roll!

I chose to bolt it behind the driver's seat, luckily removing a competition seat is just the small matter of undoing 4 bolts and lifting it out. Having mounted the extinguisher, I then needed to route the pipes that deliver the extinguishant to the areas of the car that would benefit the most in the event of a fire. The kit comes with 2 nozzles, one for the driver's footwell and one for the engine bay. Routing the pipes and passing through the bulkhead was easy, as I used a grommet and hole recently vacated by the now defunct rear washer pipe. The next job was to fit the two pull cables that are used to operate the extinguisher. The

"AT LEAST I'LL FEEL SAFE IF CATCHES FIRE" SIMON

rules state that both driver and co driver need to be able to reach the pull cable whilst seated, so a position on the centre console was chosen for the first cable. The second is for the exterior of the car – to be

pulled by marshals in case of emergency – so this was placed next to the existing pull for the engine cut-off.

The next addition was to fit an FIA-approved fuel sample drain. This involves fitting a T-piece into the fuel pipe so the scrutineers can take a dribble of fuel for testing. In common with most modern cars the fuel line on the Fiesta is made of plastic, so joining the drain into the OE pipe wasn't possible. This meant I had to replace the entire fuel line, and it's best practice when doing this to run the line inside the car, to protect it

from flying rocks, cones, woodland creatures, or various other obstacles rallying can throw at you!

For added safety fuel lines that run inside the car have got to be made of steel over-braided hose, so 5 meters was duly ordered as well as the FIA sample kit. Fitting was a simple task of deciding where to run the hose, drilling holes, and then fitting the hose and drain. Obviously the new hose needs to be connected to the fuel filter and the fuel rail so I carefully removed the plastic pipe from the standard fittings and simply reused them. So there you have it... If the Fiesta decided to do an impression of a dog, and go "woof" at least I'll be safe!

THANKS

JJC Race and Rally
www.jjraceandrally.com



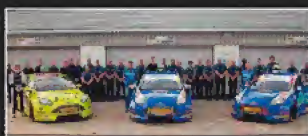
Testing at Ford's high-tech ETL allows the team to capture valuable data



MOTORBASE / FOCUS BTCC

TESTING, TESTING...

The Motorbase crew head to Ford's R&D facility at Dunton to test the Focus in their Environmental Test Laboratory...



Here at Motorbase it's been a winter of change for us, but the one permanent fixture has been our close relationship with Ford. We work well together as they embrace the significance of going racing and we understand the fantastic proposition that is the Focus ST. We have been running the car for a while now and have seen some outstanding results.

Since last season the team has been working hard alongside Mountune on an all-new version of Ford's highly-acclaimed EcoBoost engine for the 2015 season. And we're pleased with the results so far!

This month we got the opportunity to run the engine at

Ford's UK Research and Development facility at Dunton, Essex to gain valuable data ahead of our testing program. The lab we have been using is called the ETL (Environmental Test Laboratory). This part of the facility has a state-of-the-art rolling road located in a temperature-controlled cell which means we can operate the car in specific conditions with 100% consistency. For example, we specify a temperature similar to those we experience throughout the season. We then specify the simulated wind speed and we can go through various tests using those parameters. With this we can change the cooling characteristics of the car and monitor the cooling efficiency of the intercooler, radiator and oil coolers etc.

Because we're on the rolling road and not on track, we can also

monitor live telemetry of a variety of temperature readings provided via thermocouples spread over the cooling devices as well as all the other relevant engine sensors. We under-use the facility for what it's capable of.

It's able to simulate conditions of minus 40 to plus 40 degrees and can simulate high & low altitude as well as different sun exposure as well. This is only a small piece of the technology located at Dunton, it's hugely interesting to see what goes on in the research & development of the road going vehicles and the amazing attention to detail.

Developing the new EcoBoost engine with a whole new installation is always going to be a challenge for a team – so to be able to use this facility is great for our program. It can save us days of circuit testing where the conditions are changeable and you



2015 car is powered by a new Mountune-built EcoBoost engine

can never get 100% reliable data. We had a 100% finishing record with Mat Jackson last year – which helped us secure runner up in the independents Championship & 4th overall. It's tests like these which help us to achieve these results. We plan to utilise the test track at Dunton prior to each race meeting for our systems shakedown throughout the year too.

There is no doubt in our minds that we will once again be challenging for title honours this year, but for now it's time to get ready for BTCC Media Day (which will have happened by the time you read this) where we can announce the line-up for the 2015 season. More on that next month though...

**"WE'RE
HOPING TO
BE TITLE
CHALLENGERS"
MOTORBASE**



Gold Comps - rate or hate?

DAN/SIERRA COSSIE

CHOICES, CHOICES

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers ■ RS500-style splitter ■ Comp MOs ■ Grooved discs ■ Massive exhaust!

Dan thoroughly assess his new purchase and decides on a plan, sort of...



the Sierra's shape, while others are reminded of the tissue boxes that adorn the parcel shelves of Toyota Camry minicabs.

And me? Well I'm not so sure. I can't argue with the five-spoke design - you've got to love a Cossie on Compomotive MOs - but that colour is a bit Elizabeth Duke. A bit Subaru 555 with matching jacket. They'll have to go.

My intention was to replace the rims with CXNs or something similar, but I reckon a respray in anthracite will do the trick for now, along with spacers to fill out the rear arches.

After all, there's no point buying a sparkling set of alloys for a car that seems intent on spitting me into the nearest hedge. Admittedly, I've been pressing the go pedal a bit hard for these slippery conditions, but the standard differential feels like it's been dipped in oil and wrapped in banana skins. As soon as this thing comes on boost - and it comes on hard, thanks to an NMS stage three map peaking at 25psi - it's one-wheel drive; traction control is provided by

Gold wheels. What's your opinion? They're pretty decisive among people who look at my newly-purchased three-door. Some say they suit

luck, not judgement.

Which is a shame, because it means I've not yet been able to make use of the performance. Under the bonnet is a rebuilt YBB (the quietest 205 bottom end I've heard in ages), T34 turbo, green injectors and RS500 intercooler, along with a mishmash of shiny bits. The plan is to return to a standard red rocker cover and black hoses. Eventually.

Other than the desperately-wanted diff, the RS also needs a couple of rust bubbles repairing, a bit of cabin restoration (the dash is typically cracked, and the door cards wear enormous speakers), bigger front brakes and a smaller exhaust than the current 4in soil pipe. Ideally, it'll become a strong, usable

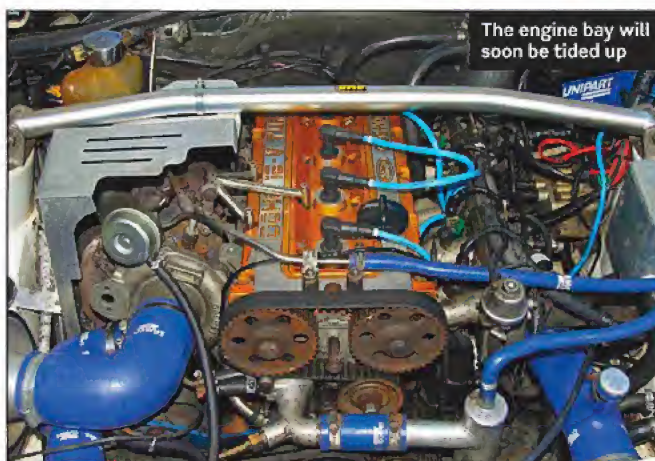
road car.

Or maybe I'll decide to rip out the interior in favour of buckets and a cage, then go searching for 600bhp. Choices, choices...

"IT'S A BIT TOO 'ELIZABETH DUKE' FOR ME" DAN



Dan's not sure the strut brace will stay



The engine bay will soon be tidied up





Bluefin allows the Superchips map to be quickly and easily installed



The Mondeo was treated to a full detailing session



That's probably the cleanest the ST220's ever been!

JAMIE / MONDEO ST220

GO & SHOW

SPEC 3.0-litre V6 ■ K&N S71 kit ■ Formula Power 10mm HT leads ■ Wolf pack extras ■ Cades Bern 8.5x20 alloys ■ Continental ContiSportContact3 tyres ■ Infinity custom exhaust ■ Focus ST calipers ■ EBC discs and pads all round ■ Kenwood DDX5025DAB radio ■ Superchips Bluefin ■ Permashine paint protection

Jamie remaps the ST220 with a Bluefin, and then gets it cleaned ready for summer...



This month I decided to treat the car – and myself! – to a ‘proper’ performance modification in the shape of a remap. There are

few offerings available for the ST220 but thankfully one of the biggest names in the business, Superchips, do cater for the big V6 Mondeo. And it's available on the famed Bluefin platform, meaning I could install it from the comfort of my driveway!

When it comes to remaps people get hung up on outright power figures – that's fine on a race car where nothing else really matters, but for a road car that you depend upon on a daily basis other considerations have to come in to play. Factors such as drivability and reliability become almost as important, if not more so, than outright power, which is why I chose Superchips.

Remapping NA cars never yields the same ‘wow factor’ numbers as you often see with turbo’d cars (Superchips claim a 12bhp and 14Nm gain for the ST220), but that really

only tells half the story. The stock map is riddled with torque limiters, and by diluting and altering (not simply removing!) They are there for a reason! them a revised map can make massive improvements to the driving experience. And that's exactly the case with the Bluefin!

Lower down the rev range, especially in lower gears, the car seems to have more urgency. It's not totally changed the way the car drives, and the power delivery is still linear and smooth, but it just seems

a little more awake and keener to get up and go. The most notable difference though is at the top of the rev range, where it's eager to pull right the way round to the redline! Previously you could feel the power tail off towards the higher revs but now it just keeps pulling! Thanks to the K&N induction kit and custom exhaust it makes one heck of an addictive noise now too!

I've driven the car a fair few miles since I installed the Bluefin and it all seems to be good so far – I can certainly see the rewards but have yet to spot any drawbacks. I have a few cross-country trips coming up this month, so that will provide better grounds for a thorough test, I'll report back next month.

This month the Mondeo was also used as a suitable candidate for our ‘prepare for show season’ feature. After a long winter of hard use the car was absolutely filthy inside and out, and offered the perfect opportunity to show how to get your own fast

Fords ready for a summer of action (it also meant I could get the oily mess created by the previously leaky sump gasket cleaned up!). So we teamed up with Permashine and Trafalgar Direct to give the ST a thorough detailing session, but

for full details of what was done you'll have to turn to page 76... All I will say is the results are amazing!

“FINALLY, A PROPER PERFORMANCE MOD!”
JAMIE

THANKS

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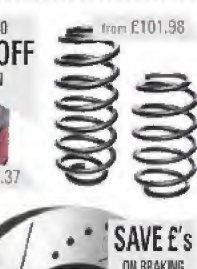
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TAROX	£286.97	COMING SOON	£286.97	COMING SOON	£286.97	£114.00	£270.00	£90.00	£190.80	£94.80
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GOODRIDGE Brake Line Kit	£88.75		£76.75		COMING SOON	COMING SOON	-		£119.66	
Suspension										
	Spring Kits	Suspension Kits	Spring Kits	Suspension Kits	Spring Kits	Suspension Kits	Spring Kits	Suspension Kits	Spring Kits	Suspension Kits
KW	-	£1,052.00	-	£1,008.00	-	£1,050.00	-	£876.00	-	£750.00
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Words: Jamie Arkle Photos: Various

HISTORY OF FORD IN THE WRC

We take a look at Ford's long and illustrious history in the World Rally Championship – Part One takes us from the early '80s through to the late '90s...

PART ONE

It's hard to think of a car manufacturer as closely associated with a particular form of motorsport as Ford and the World Rally Championship. The marque's cult success in the UK is largely built on a bedrock of rallying success and the homologation specials it necessitated, and the vast majority of iconic RS models that

we all hold dear are connected to the sport in some way or another. Ford's history in the WRC stretches back decades, all the way to the early '60s and its first foray into off road competition with the Cortina GT. Countless volumes have been printed on the competition histories of these cars and their Mk1 and Mk2 Escort successors, and while

we're undoubtedly massive fans of the models and their massive success the story has been told many times over by our sister publication, *Classic Ford*. That's why we've chosen to begin our history of FoMoCo's involvement in the WRC in the early '80s, starting with the ill-fated RS1700T and its troubled gestation in the face of the Group B onslaught.

A DIFFICULT BIRTH – THE RS1700T

Ford had utterly dominated British rallying during the '70s, though they'd been made to work very hard for success on the world stage, with Fiat's 131 Abarth arguably the better prospect on sealed surfaces and the Lancia Stratos still scalping works cars years after

FORD IN WRC



The Mk1 Escort RS1600 was a formidable rally car



The Mk2 Escort won the Driver's Championship in 1981 with Ari Vatanen at the wheel



The RS1700T could have been a world-beater...



it'd been relegated to privateer status. That success had come at a price though, and Boreham entered the decade faced with something of a dilemma; continue racking up short term success with the aging and soon to be outclassed Mk2 Escort, or develop a new WRC challenger to meet the Group B regulations. In the end they attempted both, with Ari Vatanen's 1981 driver's championship success proving a fitting swan song to the Mk2's semi-works career.

This meant that Ford's new car was late coming, and by the time development began properly the WRC was going through something of a sea change, with Audi's quattro unceremoniously relegating NA engines and rear-wheel drive to the past. That didn't prevent Ford from pressing ahead with Project Columbia, and indeed a prototype was shown

to the press as early as summer 1981 with a competition debut pencilled in for the following year. Sadly that never happened for a variety of reasons, though Boreham's time spent deciding whether to use a boosted BDA or a 2.4 Hart 420R certainly played a part. Still, Vatanen was actively testing prototypes by the middle of 1982, and the new Escort proved to be one and half seconds quicker over a known stage than the Fiat 131 Abarth, though nowhere near the quattro's benchmark

While this was going on it became ever clearer that two wheel drive was going to be an inherent disadvantage going forwards, something proved by the Lancia 037's desperate battle to contain the quattro. Vatanen had also opted to leave for Opel by this point, plus the RS1700T's development was running behind schedule; the writing was well and truly on the wall. It's a shame that things panned out in the manner they did, as the RS1700T could've been a world-beater if it'd debuted just a few short years beforehand; the BDT up front gave loads of power, the chassis and suspension benefitted from Boreham's years of experience, and the body was very lightweight. Ford finally cancelled the project in March 1983 and moved onto the RS200...

LATE TO THE PARTY – THE RS200

Ford's difficult relationship with world rallying in the white hot heat of the 1980s continued with the RS200, a car that, through no fault of its own, became associated with the darker side of Group B. If Ford had got their act together a year or so earlier, then the RS200

A change in Group B regs meant the RS200's WRC career was cut short



The RS200's best result in the WRC was a 3rd place in Sweden



"Its futuristic looks would've made it a real bedroom wall icon"



➤ would probably have left a massive impression of the WRC's history books as it was littered with clever design touches and engineering nous, all of which made it a formidable opponent on loose surfaces. The twin-damper and double wishbone setup would've made it damn near unbeatable on car breaking events like the Acropolis and the Safari, that BDT engine could easily be coaxed into making power figures that bordered on the ridiculous, and its weight distribution was impeccable thanks to the gearbox's location in front of the engine and next to the front and centre differentials. In fact all three diffs boasted high-tech viscous couplings, and torque could easily be toggled to suit gravel or sealed surface events (46:54 for the former, 37:63 for the latter). Its futuristic looks would've made it a real bedroom wall icon for countless car fans across the globe, though we're guessing Ford's marketing men weren't such a fan, as it shared very little with the Sierra aside from the windscreen!

So what went wrong? Well, just as with the RS1700T, Ford were too late to the party, the RS200 only making its WRC debut in February 1986. By then Group B was in full swing, power outputs were verging on the insane, and the established opposition from Peugeot, Lancia and Audi was formidable indeed. Ford claimed that its latest challenger had 450bhp, a figure that would've seen it compare very favourably with the crop of cars that competed just a year previously, but by 1986 wasn't really enough, especially as the RS200 was heavier than its nearest rivals. It also seemed to suffer from worse turbo lag than its rivals (Lancia got round the problem by compound charging the Delta S4, while Audi and Peugeot experimented with anti-lag), and still needed a lot of development work.

Then there were the crowd control issues outside of Ford's control and the tragic accident that occurred on the Portuguese round of the championship, when Joaquim Santos lost control of his RS200 and plunged into a bank of spectators, killing three and injuring dozens more. This, combined with the tragic death of Henri Toivonen and Sergio Cresto on the Tour de Corse, forced the FIA's hand, and Group B was banned from 1987 with all evolution models rendered illegal for the remainder of the season. This move left Ford at a

massive disadvantage and meant that their countless hours spent developing the RS200 were in vain; the car would have to fight both Lancia and Peugeot with a power deficit of at least 100bhp. The FIA's decision also ensured that Audi and Ford were sporadic competitors on the remaining rounds, picking and choosing events that best suited their respective cars. One event did offer a glimmer of hope, the Greek Acropolis, which Kalle Grundel wasted no time in making his own for a number of stages, storming into the lead and making the most of the RS200's superb chassis and gravel setup. Sadly, Grundel and the RS200 were to be denied a swan song victory, a botched hub change resulting in a punishing time penalty that effectively put him out of contention. This meant that the RS200's best overall result in the WRC was also its first, Grundel's third on the Swedish, though as we all know the car did go on to have a long and fruitful rallycross career.

SIERRA COSWORTH AND SAPPHIRE COSWORTH—FLAWED GEMS

It's hard not to feel slightly sorry for the three-door Sierra Cosworth in rally guise. Its circuit-going siblings were busy re-writing touring car history and utterly embarrassing rivals across the globe, but the Group A rally cars were denied any such success thanks to their rear-wheel drive layout. Indeed, the Sierra was never meant to be Ford's frontline rally car, it was merely the only remotely suitable model in the range when the plug was abruptly pulled on Group B in 1986. The 2.0 YB was the Sierra's trump card and it made respectable power from the very start, certainly more than other Group A offerings from Mazda, Nissan and VW. That said, all the shove in the world couldn't overcome the traction deficit caused by the car's rear-wheel drive layout, and this instantly rendered it at a disadvantage on all loose surface events. That the car actually did quite well and consistently punched well above its weight was a credit to both the team and the incredible skills of the likes of Didier Auriol, Ari Vatanen and Stig Blomqvist, but it was also hard to ignore the fact that many of the best results were snatched against the odds, owing more to the early failings of Lancia's Delta than the strengths of the Sierra.

It wasn't all bad though, as the Sierra played a massive role in furthering the careers of a number of young rally drivers



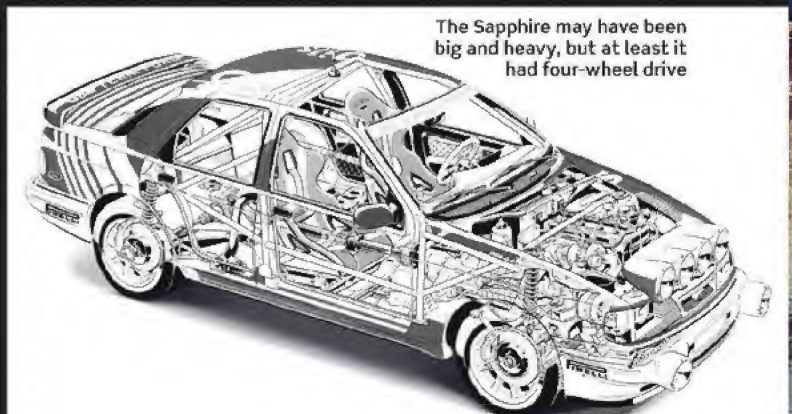
Francois Delecour was the stand out performer in the Sapphire



The Sierra Cosworth was pressed into service after Group B was banned



WRC 'greats' like Jimmy McRae piloted the Sierra



The Sapphire may have been big and heavy, but at least it had four-wheel drive



who would go on to great things in the 1990s. Didier Auriol's overall victory on the 1988 Tour de Corse was actually the car's greatest success, and he followed it up with a third place on the rough, demanding Finnish round, the 1000 Lakes. Colin and Alister McRae both piloted one, as did Carlos Sainz, and all three enjoyed flinging the charismatic cars into tight corners at impossible angles and speeds, then hauling them back into line again just in time for the exit. It might not have restored Ford's honor, but the Sierra was always a firm favourite with the crowds.

The rising tide of all wheel drive couldn't be fought forever, and Ford were soon looking to the Sierra Sapphire 4x4 for the foundations of their next WRC challenger. On paper it looked to have the making of a successful car; the YB was present and correct, there was a seven-speed competition gearbox available from 1990, and it featured the all important four-wheel drive system. It was also heavy and on the large side, especially compared the all-conquering Delta it was meant to compete against, but what could Ford do; Group A rules were quite restrictive and it wasn't as if there was a production 4x4 variant of something like the Fiesta to base the new challenger on. This meant that the Sapphire, just like its three-door predecessor, was always something of an underdog, and that showed in its results. Colin McRae hauled one to 6th place on the 1990 RAC (no mean feat considering the calibre of the opposition and the length of the rally), but it was Francois Delecour who really made the car his own, fighting Lancia and Toyota hard throughout



"Ford were soon looking to the Sierra Sapphire 4x4..."



1991. A Monte Carlo victory was even on the cards until the rear suspension gave up the ghost, pushing him down to 3rd, a feat he repeated later in the year in Spain. Miki Biasion strengthened Ford's lineup still further the following year, but the Sapphire was still blighted by reliability gremlins and the car's best results ended up being a pair of second places, one for Biasion in Portugal, the other for Delecour in France.

THE ESCORT RS COSWORTH – UNFULFILLED POTENTIAL

Group A rally cars became ever more specialised and expensive as the '90s progressed, and the WRC began to flourish thanks to the arrival of Japanese manufacturers like Subaru and Mitsubishi. The arrival of Ford's new car in 1993, the Escort Cosworth, even coincided with the sudden fall from grace of the Delta Integrale, so the stage looked set for FoMoCo to dominate the WRC once again. The Escort also looked to have all the makings of a championship contender despite being based on the Sapphire; it was shorter, lighter, bristled with aerodynamic aids and, crucially, Ford had sacrificed the drivability of the road cars in favour of outright power – hence the T34 turbo! It was certainly the most specialised of the Group A cars and the Cosworth variant of the Escort bore almost no resemblance to any other car in the range, all of which only served to underline just how seriously Ford took rallying in the early '90s. 1993 was a very good year for Ford, Delecour and Biasion, with six outright victories overall,

enough to earn them 2nd in the manufacturer's standings and for Delecour to nab the runner up spot in the driver's championship, and the team were certainly among the favourites for the following year.

Sadly, fate conspired against Ford in 1994 and though Delecour opened his account with victory on the Monte Carlo, there was only one more win that season in Finland, courtesy of Tommi Mäkinen. Things got worse in spring with Delecour forced out of the lead in Portugal, before being sidelined for the rest of the year after crashing his friend's F40 into, ironically, an amateur rally driver receiving the road! The smash left him with broken legs and effectively curtailed his top-line WRC career.

1995 was a crushing disappointment for Ford, as despite having Delecour back behind the wheel the aging Escort found itself outclassed by the Evo and the Impreza, and there were no more victories for the car in Group A guise, though it went on to enjoy a fruitful career in various national championships.

ESCORT WRC – THE ULTIMATE ESCORT

Group A had never been intended to be the top tier of the World Rally Championship, it was merely pressed into that role in the wake of the Group B tragedies. By the mid-90s it'd become clear that a change was needed; Group A's restrictive rules were discouraging manufacturers from taking part in the championship, while long time stalwarts like Toyota were voicing their complaints about the direction the formula had taken the sport. The FIA attempted



Francois Delecour won the 1994 Monte Carlo rally in the mighty Escort Cosworth



The Escort Cosworth won six outright victories in 1993





The Repsol cars featured one of the most iconic liveries seen in the WRC



The WRC Escort Cosworth was piloted by the legendary Carlos Sainz

to solve the problem with the World Rally Championship rules, a set of regulations that made it much easier for car companies to transform mundane hatchbacks into gravel-chucking rally cars – and all without the need for expensive homologation specials (hence why you couldn't walk into a Ford dealership and buy a 4x4 Focus WRC with a 2.0 turbo). Though the regulations were designed with companies like Ford in mind, WRC did leave Dagenham in a bit of a quandary come the end of 1996; the Escort Cosworth was due to go out of production soon, the Escort Mk6 was getting a little long in the tooth, and its successor was still a few years away. The rules also stated that all WRC cars had to be based on a current model with a production level of at least 25,000 units a year – way, way more than the number of Escort Cosworths! Ford eventually struck a deal with the FIA; the team would contest the series, but the authorities had to agree to allow for them to use the old Escort Cosworth as a base for their WRC challenger.

It was a deal that was struck very late in 1996, and one that left the team, now run by M-Sport, with very little time to actually build the cars. It wasn't as if all Malcolm and the guys had to do was swap the 'whale tail' for a smaller spoiler and fit revised front bodywork, the WRC Escort was an almost totally different beast. Yes it was still powered by the trusty YB, but it was a motor that'd been totally re-worked and fitted with the smaller hybrid IHI turbo mandated by the FIA, plus more sophisticated management and a revised fueling system. The front and centre differentials were controlled by an electro-hydraulic system, the handbrake could be setup to disengage the centre diff to make navigating hairpins easier, and by the middle

of the season Xtrac had devised a sequential six-speed gearbox. The rear suspension was also heavily re-developed and strengthened, while the exterior featured more sophisticated aerodynamics and better airflow to the engine. All of this had to be developed, built and fitted in mere weeks, with the season opening Monte Carlo taking place in January.

M-Sport dovetailed the build with a campaign to get two of the best rally drivers of all time into their cars, eventually coming up trumps with Carlos Sainz and Juha Kankkunen. The cars certainly looked spectacular (and you couldn't help but notice that bright orange Repsol livery), but the Escort was up against some seriously tough competition from Subaru and Mitsubishi, and the M-Sport team generally struggled to take the fight to the Japanese. It was a tough little car though, and its reliability helped Sainz and Kankkunen take a 1-2 on the Acropolis, with the Spaniard even in the hunt for overall title honors until a non-finish in Australia. Ultimately the Escort WRC couldn't match the might of the Japanese teams, and there was just one more victory before its retirement at the end of 1998, an event that marked the end of 30 years of Escort rally cars. The Escort would be sadly missed by all concerned, and though neither the Group A Cosworth or WRC variants had brought FoMoCo championship success, they had kept the marque at the forefront of the rallying world and given us a number of achingly desirable homologation specials... And for that we are eternally grateful!

NEXT MONTH

The story continues next month, looking at Ford's switch to the Focus for WRC duties, right through to the Fiestas currently battling it out on the stages! 📺



Words: Jarkle Photos: Ade Brannan

RAGS TO **RICHES**



Once a builders' hack carrying rocks around a quarry, this P100 now sports **400bhp** worth of Cossie YB and a full 4x4 conversion... and some rather in-your-face paintwork too!


We realise we're treading well covered ground here, but it's worth taking time to remember just how big a set of loafers the Ford Sierra had to fill when it was launched in 1982. The Cortina was more than a car as far as the Great British public were concerned, it was a veritable institution; the very symbol of suburban normality, as

comforting and dependable as a cup of tea and a slice of toast on a frosty winter morning. With that in mind it's easier to understand the public's hesitance to embrace the Sierra, a car that looked as radical as the Cortina was conventional, despite the fact that both cars shared a considerable amount of DNA under the skin. Part of what made the Cortina such a roaring success was the size of the range,

and Ford could sell you one in any number of bodystyles and trims, though the most specialised of all was undoubtedly the P100. Essentially a regular car with a flat bed grafted to the rear to create a light pickup truck, the P100 was a great success, so of course Ford sought to continue the idea with the Sierra variant.

The Sierra P100 was a steady seller for Ford through the late

'80s and early '90s, though we very much doubt anyone in the company ever envisioned their no frills truck would end up looking anything like Matt Cochrane's example. It's a vehicle that he's owned for over a decade, having handed over just £50 for it in 2004. Of course back then it was a million miles from its current condition, having spent the majority of its life



“The YB has been a revelation, though it’s still really light over the rear end and will happily spin all four wheels!”

➤ hauling gravel around a local quarry.

“The guy I bought it off had only recently got it from the quarry, though local kids had already given it a proper kicking and smashed most of the glass,” recalls Matt. “There was still a good two inches of quarry mud stuck along the sills, so I was prepared to have to do a lot of bodywork from the very start.”

The forlorn-looking truck was soon back home, and Matt and his brother James set about pulling it apart to assess what they’d bought. Under all that caked-on mud the metal seemed to have

lasted surprisingly well, and the pair only had to patch a few minor rot-spots before pressing the P100 back into active service.

“It was a 1.8 turbo diesel back then and I used it as my daily driver for a good few years. That engine was just awful though – loads of lag, a tiny hit of power, then nothing. It had to go, and I ended up swapping it for a Pinto a few years ago,” Matt explains.

Some of you will no doubt have already worked out that

this is roughly the point when Matt stopped viewing the P100 as a mere workhorse, and started seeing it as a viable long term project instead. It also didn’t take long for the limitations inherent in that particular Pinto, one that’d been built by James for autocrossing, to become apparent; it had an ultra-aggressive cam so didn’t idle

especially well, developed peak power at very high revs, and gave simply shocking fuel economy.

“I started looking into ways of tuning it to make it more suitable for road use, but everything just costs so much nowadays. That’s when I decided I may as well step up to Cosworth power,” recalls Matt with a chuckle.

Matt even went so far as

TECH SPEC

COSSIE P100

ENGINE

2.0-litre Cosworth YB, Wiseco pistons with valve cut-outs, H-section rods, ACL bearings, high pressure oil pump, BD14 inlet and BD8 exhaust cams, Ferrea valves, double valve springs, CDF Racing pulleys, 3.5Bar fuel pressure regulator, Siemens 55lb/hr injectors, Bosch 044 fuel pump, Facet red top lift pump, 50-litre alloy fuel cell, 2.5-litre swirl pot, Aeroquip fittings, alloy fuel hose separators, Autospecialists inlet manifold, Group A breather and induction setup, T34 turbo with 0.63 exhaust housing, -31 alloy actuator, MSD dump valve, 100mm intercooler, turbo blanket, 4x4 heat wrapped exhaust manifold, 3-inch custom exhaust system with bypass valve and Focus ST silencer, alloy radiator, slimline fans, Mocal oil cooler, remote oil filter, Stage 3 Level 8 ECU, single air injector, billet alloy alternator drop bracket, various stainless tanks and fittings

POWER

400bhp (owner's estimate)

TRANSMISSION

MT75 five-speed with B&M quickshift, plated front differential, uprated front driveshafts, custom propshaft, Sapphire Cosworth 4x4 rear axle and differential, strengthening brackets, enlarged transmission tunnel

SUSPENSION

Gaz coilovers all round, compression

struts, polybushes all round, Rose-jointed rear coilovers, front strut-brace, strengthened rear wishbones, 'half moon' cut-outs in front chassis legs

BRAKES

Front: 330mm AP Racing discs with four-pot calipers, aftermarket pads, braided lines
Rear: 300mm Rayland discs, 4x4 Cosworth calipers, aftermarket pads, braided lines

WHEELS & TYRES

7x17in Compomotive MO6 alloys, Dunlop 9000 215/40x17 tyres

EXTERIOR

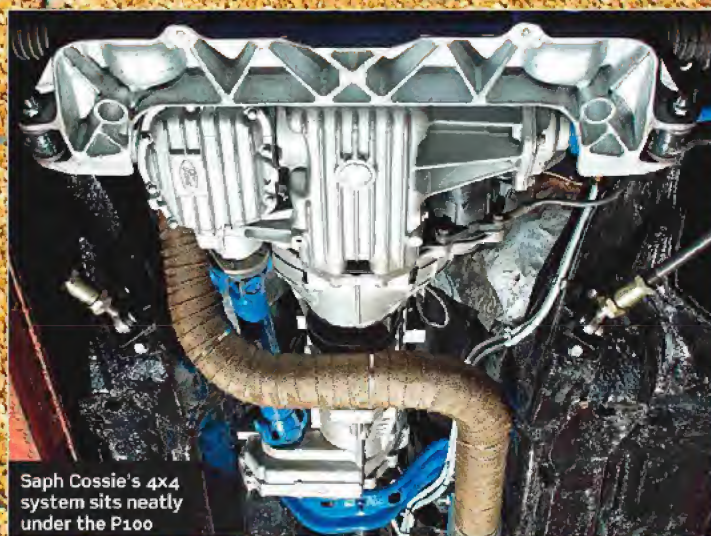
Sierra P100 pickup in jet black with silver holographic flake, Cosworth mirrors, vented bonnet, bumper and custom side skirts, Morrette head lights, 'fly eye' indicators, LED side repeaters, tinted windows, fuel cell mounted in flatbed, braced, strengthened and tubbed rear with custom stainless steel infills, Cosworth front bumper with intercooler cutout, RS500-style splitter

INTERIOR

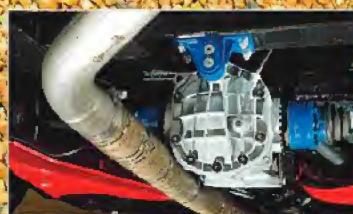
Full 4x4 Cosworth interior including seats, dash, door cards and carpet, white Lockwood dials, Normad boost gauge mounted on pillar, Ford Racing oil pressure gauge, AEM wideband AFR gauge, uprated door speakers, 6x9s in rear pillars, amp mounted behind passenger seat

THANKS

My brother James for all his work, help and expertise, my girlfriend for putting up with the build for so long, and Pro Mechanical Services



Saph Cossie's 4x4 system sits neatly under the P100



Custom exhaust features a bypass valve. We bet that's loud!





DRIVER SPEC

MATT COCHRANE

Age: 26

Job: Self-employed gardener – the P100 was used to haul mowers about for a while!

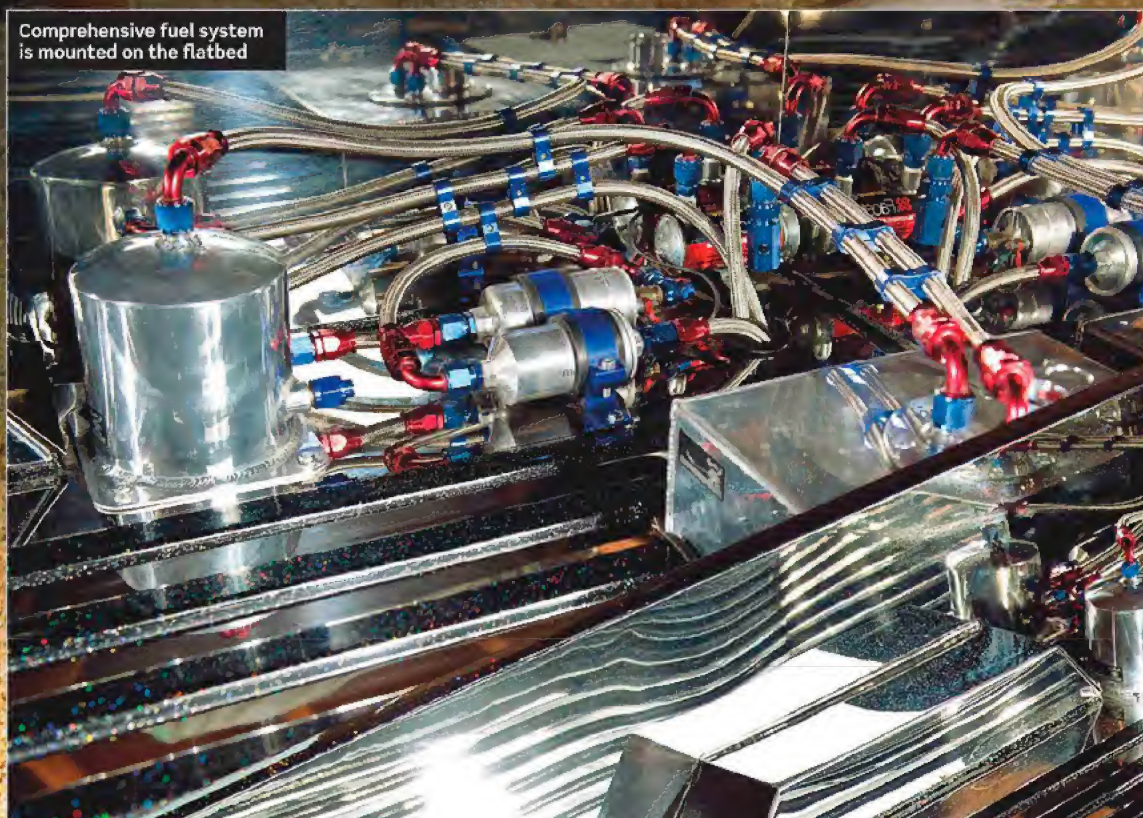
First Ford: This one, I bought it when I was 16

Favourite Ford: A black three-door Cosworth

Worst part of the build: Waiting on choice parts to be delivered

Best part of the build: Driving it now

Comprehensive fuel system is mounted on the flatbed



From the front it looks just like a Saph Cossie!



“A metal-flaked black hue that wouldn't look out of place at an early 'gos warehouse rave!”

to kid himself that a mere 200bhp or so would be plenty in a truck like this, but predictably that's proved not to be the case, and the YB up front is now good for approximately 400bhp! Getting to that stage has taken a lot of work though, and the motor originally came into Matt's hands in kit form – literally, it was a box full of Cosworth bits in various states of disrepair when he first set eyes on it! Not that he was put off in the slightest, Matt simply taking the opportunity to dovetail the engine swap with a full-on restoration, making good the issues and niggles that'd begun to appear during its spell as a daily driver.

“My brother builds custom autocross cars, so I knew I was in safe hands. We wheeled it into his workshop last spring and set to work sorting the body, sourcing panels and building up the YB.”

Now any notion of 'just' 200bhp being enough quickly faded away, and Matt readily admits that he got slightly carried away buying

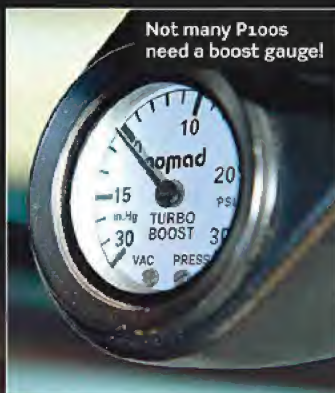
choice Cossie bits, including the crank from Ronnie Amis's Time Attack three-door. Not everything went to plan though, and Matt was greeted by the sickening sight of oily smoke emerging from his freshly built engine the first time he fired it up – the head was badly cracked and was fit only for the scrapyard. To say Matt was gutted would be a gross understatement, but it did present another opportunity to source even more high end parts for the rebuild, with large Siemens 55lb/hr injectors eventually ordered from Scandinavia, plus a T34 turbo and a pair of fast road cams.

“I didn't mean for it to get so out of hand, I just started buying a few aftermarket parts, but that meant putting extra stress on anything that was left factory, hence why pretty much everything on the motor has been uprated to some extent,” explains Matt.

That engine was originally intended to power the rear axle only, but a slightly unnerving experience in

Twin-exit exhaust suits this truck's in-your-face looks

K644 CLS



Matt is keen to see what his freshly-built P100 is capable of

“...a rip snorting hooligan that’s just begging to be driven hard, fast and, ideally, sideways!”





Leather Recaros from a Saph Cossie are very un-truck like

James's Sapphire caused something of a rethink: "I felt the back end lose grip at 120mph or so in the wet, so not exactly the kind of thing that inspires confidence!" Fortunately the pair had bought and broken a tired Sapphire Cosworth 4x4 some months previously, and as luck would have it the transmission and differentials were still gathering dust in the workshop – not transplanting it into the truck would've been looking a gift horse in the mouth!

"I had to get a custom propshaft made up as the P100 is a bit longer than the regular Sapphire, plus we carried out a lot of chassis bracing and strengthening to ensure that the truck could actually deal with the power without ripping itself to bits!"

The whole setup now consists of a YB and MT75 'box, uprated front driveshafts, a plated front diff, that custom prop, and the rear axle and differential from the 4x4 Sapphire, though the latter has been custom mounted and treated to a host of strengthening

modifications to ensure it stays where it's supposed to.

This is all impressive stuff of course, but all the engineering nous in the world couldn't compete against the sheer visual impact this truck has, thanks to that seriously 'in-your-face' paintjob! Of course P100's led tough lives, something reflected in the battered and flat paint worn by the majority of examples (we seem to remember light blue being the most common shade). That's certainly not the case with this one, Matt having drawn inspiration from his brother's custom stock car and come up with a metal-flaked black hue that wouldn't look out of place at an early '90s warehouse rave!


"It was going to be gloss black, my favourite colour, but I was parked in Tesco's and realised it just wouldn't stand out against the lines of dark Audis and BMWs, hence the decision to throw subtlety out the window and paint it like this," Matt chuckles.

There's really not much middle ground with a hue like this; you'll either love it or detest it, and we're willing to bet a few of you let out a mild grumble to yourselves when you first clocked it. That's

not really the point though, as not only does Matt love the colour, it's also more than helped him meet his aim – there's no way a truck like this isn't going to stand out like a sore thumb, and even if you parked it in a lineup of supercars the chances are it'd be the old pickup truck that drew the most glances.

We can't stress how recently completed this truck is – Matt and James really were working flat out in an effort to get the P100 up and running in time for this very photoshoot. As such it's still something of an unknown quantity; OK so it's probably safe to say it'll be ludicrously quick and be about as subtle as a brick thrown through a window, but how will it actually handle?

"I've driven it a little bit, though obviously not too hard as the engine still needs running in, and it really does feel really good, not like a truck in the slightest. Going from that peaky, 'cammy' Pinto to the YB has been a revelation, though it's still really light over the rear end and will happily spin all four wheels!"

You might not love the paintwork, but you should probably appreciate just how bonkers this thing really is – a rip snorting hooligan that's just begging to be driven hard, fast and, ideally, sideways! If that doesn't neatly sum up what Cosworth-powered Fords are all about in one sentence, then we don't know what does! 





GET YOUR CAR READY FOR SHOW SEASON!

Show season is just about to start, so we teamed up with professional detailers, Permashine, and cleaning product manufacturers, Trafalgar, to show you how to get your car looking its best for the summer...



With a long dark winter behind us it's finally time to start looking forward to the bright and warm summer months ahead. And with the summer shows just about to kick off for another year (RSOC Central Day is less than a month away!) it's time we started getting our fast Fords ready for action.

However, after battling through damp, muddy,

salt-covered roads all winter it's fair to say our Blue Ovals are far from looking their best! Fear not. We have teamed up with professional detailing outfit, Permashine, and specialist car cleaning product manufacturers, Trafalgar, to show you how to spruce up your pride and joy to a professional level and get it looking tip-top and ready to show off at shows and meets all

summer long.

Jamie's Mondeo ST220 provided the perfect candidate for just such a demo – it had been used in all conditions throughout the winter months and was, quite frankly, absolutely filthy!

We headed to Trafalgar's warehouse to make full use of their in-house detailing bay and valeting equipment, where Permashine's Clive West and

Andy Owens set to work on transforming the dirty Mondeo from daily hack to summer showstopper.

Using a selection of various products – plus a few tips of the trade that we reveal along the way – the pair methodically worked through the entire car in distinct stages to get it looking its best and ready for a summer season of shows and events. Here's how they did it...

BEFORE



+ PRESSURE WASH AND CLEAN

The first stage, as you'd expect, is to blast off all the dirt, grime and filth that covers the car. But rather than just hitting it with a hose and some soapy water, the professionals have a vast selection of chemicals and cleaning products at their disposal.

The first thing we applied was 'traffic film remover', or TFR as it's known in the trade. We used Trafalgar's 'Matchless TFR', but others are available. This chemical breaks down all the heavy soiling on the bodywork, and thanks to its rinse agents and real waxes allows the vast majority of dirt to be simply blasted away with a pressure washer. It can be applied using a hand-trigger bottle but we used a pressure sprayer from Solo Sprayers (www.solosprayers.co.uk), which allows more accurate control and

applies a more even coating.

One top tip here is to not forget the door and boot shuts, and behind the fuel filler door! It may seem odd opening the doors and boot with so much water flying around and it will require a steady hand with the pressure washer not to flood the interior, but failure to do these areas will only let the car down later. Plus the first time it rains, all of this hidden muck and dirt will undo all of your hard work as it streams down your freshly cleaned paintwork!

Another trick we picked up from Clive was to start at the bottom of the car when applying the TFR. This goes against the general 'work down from the top' rule that usually applies when cleaning cars, but Clive explains: "The heaviest soiling is at the bottom of the car, and applying TFR here first gives it

longer to work before rinsing off."

While the TFR is getting to work loosening the dirt from the paintwork, Andy was busy applying Trafalgar's 'Alloy Wheel Cleaner' – again similar products are available from other manufacturers but be sure to choose a good quality cleaner. This is applied by trigger spray bottle and should be left for a few minutes to get to work before rinsing off – stubborn dirt can be loosened with a brush. Wear gloves (and eye protection if it's windy) when using alloy wheel cleaners, as most are acid based.

When the TFR and wheel cleaner have had time to work they need rinsing off, but the pros use more than a spray attachment on your garden hose! We used Trafalgar's powerful steam

The first step is to clean off all the dirt!



Words & Photos Jamie

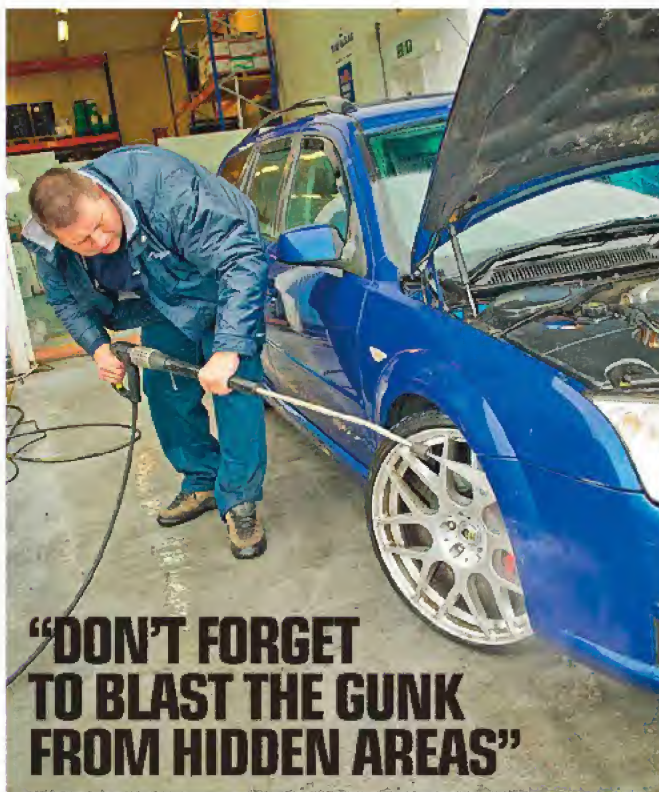


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Permashine
www.permashine.co.uk
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Trafalgar Direct
www.trafalgardirect.co.uk
01278 431310

**"DON'T FORGET
TO BLAST THE GUNK
FROM HIDDEN AREAS"**



A pressure sprayer applies a more even coating of chemicals



All this came from under the jacking cover area of the sill



**“APPLIED BY HAND
WITH A SPONGE AND
THEN RINSED OFF”**

After the wheels have been treated with alloy wheel cleaner they require washing with shampoo and a sponge

> cleaner as it was on hand, but Clive explains that similar results can be achieved with a decent pressure washer, and the heated water of a steam cleaner only really offers benefits when it comes to shifting heavy grease or transportation wax – for the majority of uses a cold water pressure washer is sufficient.

When using the pressure washer don't forget to blast the gunk from hidden areas – behind the headlights, under the wheel arches, and under the sills are all common areas that gather dirt (check out the clump of dirt that was blasted from the Mondeo's sills).

Next up is a product Clive swears by, Trafalgar's 'Tar and Glue Remover'. "It's probably the best one on the market," he enthuses. As the name suggests this cleaner specialises in removing tar and glue, but it can be used to remove all manner of stubborn, sticky, or oily marks – perfect for door shuts where grease from hinges can spread, and under the bonnet where sticky and oily marks can be difficult to shift.

Only when all this is done, and all stubborn marks are removed, should the detergents and soaps be applied. We used Trafalgar's 'Shamwax' – a blend of waxes and detergents – but any good car shampoo will yield similar results, just don't forget to do the wheels too. Applied by hand with a sponge and then rinsed off with the steam cleaner this will leave the bodywork free from any dirt and ready for the next stages of the makeover...



Don't forget to clean out the door and boot shuts too!



Alloy wheel cleaner needs to be left for a few minutes to get to work before rinsing



+ ENGINE BAY

Cleaning an engine bay requires a delicate touch, and with so many electrical connectors on modern cars you really do need to avoid the temptation of going gung-ho and blasting the entire engine. Instead, be methodical with the steam cleaner, cover areas you don't want to get too wet, and only direct the spray at areas of the engine bay that aren't sensitive to excess water. For us this included the bonnet shuts, the slam panel, scuttle panel, and many of the plastic engine covers, but paying particular attention to avoid the wiring loom and the open K&N air filter.

With the loose dirt blasted out of the way Clive once again reached for the 'Tar and Glue Remover', using it to lift any oil stains, greasy fingerprints, or stubborn grime.

A top tip when cleaning engine bays is to leave the engine running while you are working. The heat generated causes any grease or oil to soften and makes it easier to shift, and also causes the water to evaporate more quickly to help prevent any sensors suffering water ingress. It also means that should a problem occur you will instantly hear the engine note change, and will be able to identify the area you were working on (and therefore the likely location of the fault) much more easily.

When the engine bay is dry the next job is to apply some dressing to the plastics. We used Trafalgar's 'Dash and Vinyl Dressing', you simply spray it on and buff to a finish to leave the plastics looking bright and fresh.

TFR is applied to the bonnet shuts...



...before being rinsed away with a pressure washer

Tar and glue remover shifts the oily fingerprints!



When dry use a silicone spray to dress the plastic covers

A marked improvement over the filthy engine bay we started with!





The trusty vacuum does most of the work of the interior



Specialist 'glass' microfibre towels leave a streak-free finish



The pros even vacuum under the carpets!



A quick wipe down breathed new life into the leather seats



The interior is something many people leave to last, and then rush to get finished. But don't. A clean, fresh-smelling interior can really make a huge difference to the overall appearance of your pride and joy. Plus it's the one area that you spend most time in, so why not enjoy the fruits of your own labour?

The first thing to do is clear the junk. Rubbish like empty cans of drink, old crisp packets, pay and display coupons, and other objects that are simply too big for the vacuum cleaner need to be removed by hand, before the vacuum can be used to suck up everything else. Remove the floor mats, these can be dealt with later away from the vehicle, and use the vacuum to rid the car of any mud, stones and general dirt. Brushing the carpets, especially the boot carpets, further helps to lift any trapped dirt. If you use the car to carry dogs, specialist dog-hair brushes are available for this very purpose.

A quick spray with some fabric cleaner (we used Trafalgar's 'Fabric Cleaner') sees the carpets come up like new. For situations where the dirt is more ground-in you could use the same product in an upholstery cleaning machine or 'wet-vac', or for really stubborn stains heavy-duty

cleaners could also be used.

A top tip when it comes to dark carpets is to use a gentle misting of 'Black Dye', a product similar to back-to-black type aerosols that is specially designed for interior use. This effectively dyes any small particles of dirt that cannot be removed to make the carpets look brand-new again.

As for the seats, the amount of work required will vary massively depending on the condition and material. For example soiled fabric seats would require heavy duty upholstery cleaner, and dirty leather seats would require a good scrub with leather cleaner and then finishing off with a leather feed. As it happens the leather in our car was in good condition so it only needed a wipe down with a product called 'Resurrect' – Trafalgar's multipurpose conditioning and revitalising treatment. The rest of the interior was cleaned using interior cleaner – simply spray on and buff off to leave an even, non-sticky finish. Finally, don't forget to clean the inside of the glass with a good quality glass cleaner and a clean microfiber cloth. Trafalgar produces a finer microfiber cloth specifically for use with glass too.



A dusting of 'back dye' makes the carpets look brand new!



"A CLEAN INTERIOR CAN MAKE A HUGE DIFFERENCE"

PAINT CORRECTION



Scratches and swirl marks require mopping out



The liquid clay removes any remaining contaminants left on the paintwork



Don't overload the mop!



Masking tape helps protect vulnerable areas during the mopping process



After mopping the swirl marks and light scratches were removed and the paint restored to a deep glossy finish

There are many different products on the market to restore the finish of your car's paintwork, but generally they fall into two main categories; those that lift contaminants from the paintwork such as clay bars and chemical removers, and polishes and cutting compounds that cut through the top layer of the paint/lacquer to reveal a fresh, unmarked finish below. Both have their uses, both have advantages, and both have disadvantages.

Therefore the paintwork is assessed (often using a clever device to measure the thickness of the paint) before deciding on the best course of action. Clay and chemical removers are generally safer options (as no paint/lacquer is physically removed), but they don't remove swirl marks, scratches, or heavy imperfections in the paint – for that you'll need to use a cutting

compound or polish.

After inspection we found the Mondeo's paint was generally in good condition and would respond well to a clay product on the majority of the panels, but the bonnet was heavily marked with a few scratches and swirl marks, so we used a cutting compound to remove them.

The clay product we used was Permatone's 'Stage One – Paint Detox' – the first half of a two-part paint protection process that is currently only available through authorised outlets. This is a liquid-clay that makes it quick and easy to use, lifting any remaining contaminants away from the paintwork in preparation for the second, sealing, stage of the process.

To remove the marks on the bonnet we needed something more abrasive to literally cut through the damaged top layer to reveal the fresh finish underneath. Every valet will have

their own preference on the cutting compounds they like to use (Clive prefers the 3M range) but all are very similar. For best results these products are used with a machine-operated polisher, or mop for short.

There are various degrees of cutting compound available, ranging from very coarse and aggressive to very fine polishes. We started by using 3M's 'Perfect-It Fast Cut' for the first pass, followed by a second pass using 3M's 'Perfect-It Ultrafine SE', before applying a final polish using 3M's 'Polish Rosa'.

It's worth noting that pros will use masking tape when mopping a car to protect vulnerable areas such as the tops of the wings, grilles, etc. – Clive points out that these are often slightly higher or lower than the bonnet and are the areas where the paint will be at its thinnest, so there is a very real risk of cutting all the way through to the base coat or primer below!

When using the mop you should always keep the machine moving to avoid burning the paint in any one area. Also, avoid the temptation to load the mop head up with excessive amounts of compound as it will simply spray everywhere the first time you turn the mop on. Instead be methodical and very deliberate in your approach, using a little compound as you go. The first pass using the more aggressive compound will remove the deeper marks but will leave a slightly dull finish (the surface will now actually be full of thousands of little scratches caused by the compound). To smooth these out we move on to the second, less aggressive compound. This also helps remove any swirl marks or 'holograms' from the paintwork. The last step is to give the bonnet a polish to further smooth the surface and provide a high-gloss finish.



“YOU’LL NEVER HAVE TO CUT, POLISH, OR WAX YOUR CAR AGAIN...”

After you’ve spent all that time getting you car’s paintwork looking as good as it can, you’ll want to keep it that way! This is where paint protection comes in. Traditionally valeters use waxes – they offer very little paint correction effects (the high-gloss finish can sometimes help mask imperfections – especially on dark cars – but never corrects them), instead they seal the surface and provide a protective, high-gloss finish. There are many different products to choose from but generally those containing carnauba wax are considered to be better than those without, as the carnauba content provides a harder-wearing finish and better masks imperfections. The exact amount of carnauba content will drastically alter the wax’s characteristics, but will hugely impact cost – high carnauba content waxes can run into thousands of pounds. These can also be difficult to use because the higher carnauba content makes the wax very hard and difficult to apply (that’s why some specialist waxes require warming up), but Permashine are just about to release a new easy-to-use carnauba paste, which will be available for general purchase through the company’s website. Application is simple – use the applicator pad to apply a thin layer over the bodywork, and then buff off using a clean microfiber cloth. But even waxes have their

downsides – the main ones being that they don’t last very long and they are time consuming to apply. Every time it rains or every time you wash your car the protective layer will diminish until eventually there is no wax left. And if you use a strong detergent to wash your car you will cut through the wax even faster.

That’s where Permashine’s ‘Stage 2 – Glaze’ product comes in. It’s a fluoro-polymer based sealant that actually bonds itself to the paintwork, forming a clear, high-gloss coating that protects the paint beneath to maintain a ‘just waxed’ finish for years. In fact, if your car is less than eight years old and has covered less than 100k miles Permashine will even offer a three-year guarantee against ultra-violet rays, acid rain, oxidation, and industrial fallout causing damage to the car’s paintwork.

As this is a professional product, it’s only available through a network of authorised outlets (contact Permashine to find your nearest dealer). Prices may vary, but Ford dealers Tarnock Garage currently offer the full Permashine protection pack (including interior and glass treatments) from £225 (depending on size and condition of the car).

With the Permashine Stage 2 applied you’ll never have to cut, polish, or wax your car again – well certainly not for a good few years. Instead just use a quality car shampoo to regularly wash off any dirt and restore the glossy finish!



The Permashine protection is simply applied...



...and then buffed off to leave a protective, high-gloss finish

+ FINER DETAILS

You're nearly finished but just because the paintwork is gleaming doesn't mean your work on the exterior is done. It's the attention to the finer details that set professionals apart from the rest, but that doesn't mean you can't lavish the same attention to your car on your driveway. Simple things like using tyre shine products, thoroughly cleaning the glass and lights, and reviving any dull plastic trim or rubbers with silicone sprays will really lift the overall appearance and get your pride and joy looking like a showroom example.



The little details make a big difference




+ MAINTENANCE

Now that your fast Ford is looking tip-top and ready for a summer packed full of shows and events you'll want to keep it looking its best. The beauty of having applied the paint protection earlier (whether that's wax, carnauba paste, or

'Stage 2 - Glaze') is that when it comes to preparing for the next show you won't need such an intensive detailing session to yield the same results. Instead use a quality wash/wax car shampoo, wheel cleaner, and interior and glass cleaners to keep on

top of things and it'll be showroom-fresh all summer long. Some waxes may need reapplying but the Permashine protection will last years.

Permashine even offers a 'care kit' to help keep things looking their best (included in the price of the full

protection pack), including their Wash/Wax, Alloy Wheel Cleaner, Glass Cleaner, Upholstery Cleaner, Leather Cleaner, Interior Cleaner, and a sponge. The complete kit costs £50, but individual products are also available on the website. 

Nice and clean, and ready to show off at shows and events throughout the summer...



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Words: Dan Williamson

3 OF A KIND

BUDGET TRACK CARS FOR £1000

So you fancy some cheap thrills on circuit this summer, but just what will a mere £1000 budget get you when it comes to track action?

Track slag. What does that phrase say to you? If you assume it's about those Tango-skinned brolly-dollies that decorate the starting grid of Formula One fixtures, this feature probably isn't for you.

But if you think it relates to a cheap, disposable car that's used purely for thrashing around race circuits and empty airfields, you need to read on. We're talking about the kind of machine that's pennies to buy, fun to drive, easy to tune, and might even look cool in a 'because racecar' fashion. The type of motor that's capable of taking some hammer, but doesn't really matter if you blow it up. And

— best of all — the kind of car that not only wears a Blue Oval badge, but has a firm following among likeminded enthusiasts.

Here, we've picked three fantastic fast Fords that can easily be picked up for less than a grand. Each could happily be used as an everyday driver if you wished, and each is inexpensive to improve and maintain.

Each is also ready for a set of sticky tyres, bucket seats, and even a roll cage. But most of all, each is ready to bring a huge grin to your face! So get your hand in your pocket, grab your crash hat and prepare for some track action.

THE CARS

You've got £1000 in your pocket, and you need a track toy. You need something cheap and cheerful and, of course, you need it to be a Ford.

1 FIESTA ZETEC S

So do you go for the Fiesta Zetec S, a user-friendly, entry-level hot hatch that's probably the easiest Blue Oval you can buy, own and tune on a small budget? Yes, it boasts a meagre 101bhp but it's a real track terrier, able to nip the heels of bigger, more powerful machinery.

2 ESCORT GTI

Do you choose the Escort GTI — the strangely-named, almost-forgotten, tarted-up version of the final Ford Escort, featuring RS styling, immensely tuneable 113bhp Zetec powerplant and proper pocket-money performance?

3 FOCUS ST170

Or do you pick the Focus ST170, the rev-hungry warm hatch offering sublime handling and an ultra-practical package? It's 171bhp, and it's all usable on the circuit — meaning big grins behind the wheel.

TECH SPEC + HISTORY



FIESTA ZETEC S



ESCORT GTI



FOCUS ST170

3 OF A KIND

BUDGET TRACK CARS FOR £1000



+ TECH SPEC

MADE BETWEEN

2000 to 2002

POWER

101bhp @ 6000rpm

TORQUE

107lb.ft @ 4000rpm

0-60MPH 10.2 seconds

TOP SPEED 113MPH

ENGINE

1596cc four-cylinder, 16V Zetec SE, alloy block and head, Siemens fuel injection, Ford EEC-V management.

TRANSMISSION

Front-wheel drive, B5 five-speed manual with sports ratios.

BRAKES

258mm discs (front), 190.5mm drums (rear), ABS.

SUSPENSION

Gas dampers, lowered coil springs (13mm front/10mm rear), uprated rear beam, uprated PAS.

WHEELS AND TYRES

6x15in alloys, 195/50R15 tyres.

INTERIOR

Sports front seats, white dials, leather steering wheel and gearknob.

EXTERIOR

Three-door Fiesta, mesh grille, body-coloured bumpers, skirts and tailgate spoiler.

+ HISTORY

Fun, funky and flippin' thrifty, the Mk5 Fiesta Zetec S is an ideal beginner's track hack to buy and modify even on a tiny budget. The performance is lively, the chassis is naturally tight (being closely related to the well-regarded Puma) and most examples can be snapped up for well within our £1000 limit.

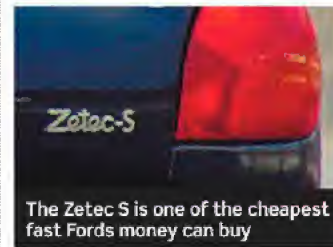
The Zetec S arrived in March 2000, a seemingly cynical attempt to breathe life into the dowdy Mk5 Fiesta, which was merely a revamp of the ancient Mk3. But the Blue Oval's magic wand was waved over the Zetec S, raiding the ol' parts bin to add some sparkle.

Up front was the Focus's revvy 1.6-litre Duratec SE powerplant and a close-ratio B5 gearbox, offering 101bhp and 113mph. That might not sound much, but with bigger brakes, lowered suspension and tweaked steering, every last drop of

performance is usable on track.

Racing Puma-style multi-spoke 6x15in alloys are cheap to shod with sticky tyres, while also suiting the sporty standard bodykit. Imperial Blue paintwork was even an option for the full Ford Racing theme.

Zetec S production stopped in April 2002, leaving loads available for track fans to buy, tune and thrash senseless.



The Zetec S is one of the cheapest fast Fords money can buy



+ TECH SPEC

MADE BETWEEN

1997 to 1998

POWER

113bhp @ 5750rpm

TORQUE

120lb.ft @ 4500rpm

0-60MPH 9.2 seconds

TOP SPEED 122mph

ENGINE

1796cc four-cylinder, 16V Zetec, fuel injection, Ford EEC-V management.

TRANSMISSION

Front-wheel drive, B5 five-speed manual.

BRAKES

240mm discs (front), 203mm drums (rear), ABS.

SUSPENSION

Gas dampers, uprated coil springs, 16mm anti-

roll bar.

WHEELS AND TYRES

6x15in alloys, 195/50R15 tyres.

INTERIOR

Sports front seats, part-leather trim, white dials, leather steering wheel.

EXTERIOR

Escort three- or five-door hatchback or five-door estate, body-coloured bumpers, side skirts and tailgate spoiler.

+ HISTORY

The last Escorts weren't exactly sporty cars. When the RS2000 was ousted and the XR3i retired, there was only the Si left to fly the flag. It really wasn't anything special.

And, to be fair, nor was the GTi, which joined the range in April 1997. It was offered in three-door (until January '98), five-door or estate form, wearing a cocky (yet distinctly unFord-like) badge. But at least the GTi looked the part, with Cosworth-style 15in alloys, RS-type bumpers and skirts. Half-leather ST-style seats, white dials and a leather steering wheel made it a pleasant place to sit.

Yes the Mk6 was slated for its handling, especially when the talented Focus took over in autumn 1998. But the GTi was remarkably chuckable in a safe, understeery way. With 113bhp from a regular 1.8-litre Zetec engine, the top speed of 122mph certainly wasn't shabby – if

not exactly hot hatch territory.

Still, the GTi epitomised cheap and cheerful. Complete cars cost pennies, and tuning goodies are plentiful. Whether you want circuit-spec suspension or balls-out turbo power, there's an easy route thanks to successions of previous sporty Escort RS models.



The GTi was the last in the long line of sporty Escorts



+ TECH SPEC

MADE BETWEEN

2002 to 2005

POWER

171bhp @ 7000rpm

TORQUE

145lb.ft @ 5500rpm

0-60MPH 7.9 seconds

TOP SPEED 134mph

ENGINE

1988cc four-cylinder, 16V Zetec (aka Duratec ST), uprated con rods, high-comp pistons, enlarged inlet valves, high-lift cams, variable inlet valve timing, Ford EEC-V management, 4-2-1 manifold.

TRANSMISSION

Front-wheel drive, Getrag MT285 six-speed close-ratio manual.

BRAKES

300mm discs (front), 280mm discs (rear), ABS.

SUSPENSION

Lowered/uprated coil springs, 21mm anti-roll bars, revised PAS.

WHEELS AND TYRES

7x17in alloys, 215/45x17 tyres.

INTERIOR

Sports front seats, leather steering wheel, electro-luminescent dials, air conditioning.

EXTERIOR

Focus three- or five-door hatchback or five-door estate, body-coloured bumpers, honeycomb grille.

+ HISTORY

On the outside, it's pretty much a regular Mk1 Focus. But on the inside, the ST170 is a different animal – the kind of animal you can take to tracks for loads of fun and drive back home again in perfect comfort.

The ST170 was launched in May 2002 as the creation of Ford Special Vehicle Engineering in association with Cosworth. It resulted in the ultimate normally-aspirated Zetec production engine, boasting 171bhp from a two-litre unit with high-compression pistons, big-valve head, variable valve timing, high-lift cams and beefy exhaust manifold.

Featuring a six-speed Getrag gearbox, uprated suspension, revised steering and bigger brakes, the ST170 could make full use of that lovely Zetec for a sprightly driving experience and 134mph top speed.

Okay, the styling wasn't especially

sporty (five-doors and estates were offered alongside the three-door, and even a rear spoiler was optional) but the 17in alloys are ideal for adding track tyres. And Focus RS goodies fit without fuss.

ST170 sales stopped in 2005, leaving large numbers available today at rock-bottom prices. They're fun, they're frugal, and they're gagging for track action.



The ST170 featured the ultimate N/A production Zetec engine

BUYING + OWNING

A phase two model will be a better buy than a phase one and should still be in budget



**FIESTA
ZETEC S**

+ BUYING

Body rot is your biggest enemy – a corroded Fiesta won't be very tough on track. Check for rust everywhere, especially the sills and floorpan, and rear quarters. Cosmetic corrosion (if you're concerned) is common on rear wheelarches and around the door frames.

Look for a late-model Zetec S (known as a phase two), built from 2001 and identifiable by darker grey interior trim, internal boot release and wheels without centre caps. The phase one's silver-top engine (with bare alloy cam cover) is weaker than the phase two's black-top, which said ZETEC SE on its

plastic cover. Early engines were prone to crank bearing failure from 50,000 miles, requiring a full rebuild or replacement unit.

Make sure the mechanicals look well-maintained. Avoid anything with signs of heavy oil consumption; there should be no knocking noises and it should rev freely to 7,000rpm without smoking.

Check for clutch slip, but don't worry about minor vibrations that disappear when you dip the clutch – release bearings are often noisy. Walk away if you hear excessive transmission noise, which could mean worn synchros. A sloppy gearchange could simply be caused by a tired linkage.

Like all Mk6 Escorts the GTi rusts, so be sure to check the underside thoroughly



**ESCORT
GTi**

+ BUYING

Rot. Yes, you've guessed it: Escorts rust everywhere. Some is superficial (such as the rear arches, tailgate, bonnet, doors and around the fuel filler) but other corrosion is major structural stuff – including inner and outer sills, floorpans (peel back the carpets), chassis rails, boot floor, bulkhead, A-pillars, inner wings, fusebox area and so on. If the battery tray isn't rusty, you've most likely travelled back in time.

Mechanically, there's less to worry about but plenty to go wrong. Head gasket failure is the main concern – check for oil and coolant mixing, along with

excessively high running temperature. It's worth checking the fan kicks in when warm; the cause could be a dodgy fan switch, but an overheated Zetec could have warped the cylinder head, rendering it scrap. Any heavy knocking noises mean you should find a different car.

Clutch slip is quite possible, so be sure to go through all the gears on the test drive. The B5 gearbox is tough enough, but could be showing signs of age and wear. Synchros are most likely to be suffering, so listen for crunching especially on the downshift from third to second. Don't be surprised to hear a variety of rumbling transmission noises too.

The three-door ST170 makes a better track car than the five-door or estate versions



**FOCUS
ST170**

+ BUYING

A three-door ST170 makes most sense for circuit duties – having a stronger, tighter shell than its five-door and estate counterparts – but in this price bracket the emphasis is on fun rather than ultimate lap times. That said, everyone loves a track wagon...

Pay more attention to structural condition, particularly the sills and footwells. Rot also occurs on doors, wheelarches, filler cap, tailgate and around the windscreen, although that shouldn't affect its on-track ability.

But a dodgy transmission certainly will, and ST170s are prone to whining driveshafts and

clutch slip – often requiring a new dual-mass flywheel. So beware vibrations through the pedal or chattering at idle. Pre-July 2003 STs are at greater risk, having a smaller clutch and flywheel.

Hydraulics also suffer. A leaking slave cylinder is pricey to put right, although a broken master cylinder (which gives a floppy pedal) is much cheaper. Pipes (near the brake servo) also split and leak.

Worn dampers or trailing arm bushes cause clonking at the rear, while blown bottom ball joints or links are noisy up front. Walk away from a tired ST170 that's not fun, chuckable and rev-happy – or it won't be much use as a track toy.

+ OWNING



The ZS can be made even lighter – perfect for track use – by stripping the interior

Keepest up with your servicing, especially the engine oil. Low levels can kill a Zetec SE, so always ensure your fluids are full. Oil starvation will be a major problem on track, so invest in a baffled sump and an oil cooler.

If your throttle pedal is sticky, the throttle plate is probably catching on the housing, and if you're experiencing rough running, renew the idle valve and get the ECU reset – especially if the fueling seems rich and it's supping loads of juice.

A noisy auxiliary belt should be replaced, and get a new coil pack (cheap to swap) if starting is slow and performance is poor.

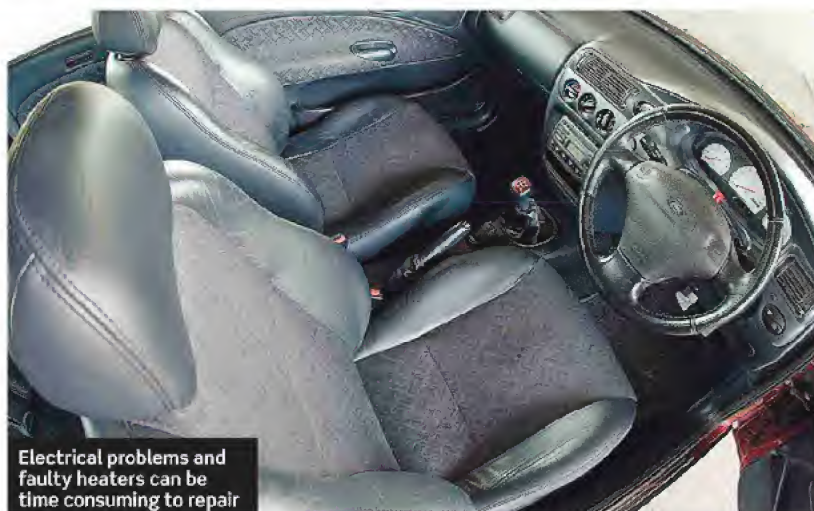
The Zetec S's stock

chassis should still feel tight on track, so replace the shock absorbers if the car's wallowing on the twisty bits, and invest in new front anti-roll bar bushes before driving the car hard – failure is common, resulting in clonking. Clicking on full lock is more likely a driveshaft fault.

Fiesta front brakes are prone to juddering through the pedals and steering wheel, so you'll get through lots of discs and pads.

Be wary of a heater that's blowing only hot air; fans often go wrong, but monitor it carefully on track to make sure the engine's not overheating.

+ OWNING



Electrical problems and faulty heaters can be time consuming to repair

Owning an old Escort often means keeping on top of corrosion and replacing parts when they go wrong – usually simple and inexpensive.

Poor running can often be cured by a thorough service with decent plugs and leads, while a replacement idle control valve or lambda sensor is the typical fix for erratic idling and fluctuating revs. Manky old oil can lead to sticky valves, so refresh it regularly and make sure the cambelt's been renewed fairly recently.

The Mk6 was never renowned for great handling, but if your car's feeling sloppy you'll probably need uprated springs and dampers – which will be high on your

list before going on track anyway. Before then, make sure the front wishbones and bushes aren't clonking, and ensure there are no rumbling wheel bearings. It's all cheap to replace, so don't skimp.

Escorts are prone to electrical problems, along with knackered heater controls. It can be time-consuming to trace and repair the faults.

Juddering front discs (and associated vibration felt through the pedals and steering wheel) are common, as are leaking rear wheel cylinders – which mean your handbrake won't work. ABS faults are generally caused by dirty or dodgy sensors.

+ OWNING



Many track-spec Focus RS parts can be fitted to the ST170 too

Poor running will probably be your most common problem for a track slag – any other general Focus problem won't affect how it drives.

Lambda sensors are prone to throwing on the engine management light and affecting emissions levels, while a faulty intake manifold runner control (IMRC) module can give similar symptoms; if the engine won't rev above 5,000rpm, reckon on a new IMRC module (£200) or just a snapped cable, which can be bodged by inserting a screw. If there's a metallic noise at start-up, it's the manifold butterfly. Rattling from underneath will be a knackered catalytic

converter heat shield, which should simply be removed and thrown away.

Misfires at low revs and bad idling can be cured with a reflash of the standard ECU with updated Ford software, while an ECU adjustment can help to fix poor braking from cold – as will pumping the pedal before setting off.

A shagged-out fuel pump needs replacing before your next track attack (fit a Walbro high-flow pump if you feel hesitation at high revs) and think about buying an uprated oil pump – American-made billet gears replace the standard parts that can crack during hard use, resulting in complete engine failure.

MODIFYING



The Zetec SE responds well to engine mods

+ MODIFYING

You'll want to go faster – but should you upgrade the 1.6 or drop in something different?

The Zetec SE responds well to a panel filter, 4-2-1 exhaust manifold and system. Add uprated cams, get it remapped and you'll see 130bhp. If you've got a silver-top, switch to a black-top cylinder head. Then you'll be safe to fit uprated rod bolts, heavy-duty valve springs and throttle bodies – meaning 150bhp and induction roar aplenty. A gas-flowed big-valve head could mean 180bhp, while 200bhp is possible with forged rods.

Similar figures come from a turbo conversion kit applied to a stock Zetec SE, while 330bhp is achievable

from uprated internals, GT28 and massive manifold.

The 123bhp 1.7 litre Puma powerplant is simple to fit, needing the ECU, ancillaries and matching gearbox.

Better still, how about the Racing Puma unit? The engine offers 150bhp (and more with better exhaust), while the transmission in some cases comes equipped with an LSD – useful on track. You'll need an uprated clutch for anything over 140bhp, or a paddle clutch for hard use and/or turbo power.

It's not hard to fit the CVH powerplant from a Fiesta RS Turbo, a ZVH or Zetec Turbo. But why stop there? Tuners have fitted the Fiesta ST's two-litre Duratec, and even the full Focus RS Mk1 engine.

The Zetec S makes a fun track slag on standard suspension, but you'll almost certainly want to fit polyurethane bushes and uprated dampers or coilovers. Upper and lower front strut braces work well, and rear axle spacers improve stability.

Focus front discs and uprated rear drums were factory Zetec S kit. Track pads help, but they'll soon fade. Mondeo V6 278mm or ST150 280mm anchors are cost-effective upgrades, while an ST170 300mm conversion with Mk3 Mondeo calipers is ideal, but you'll need larger than the standard 15in alloys. For ultimate track use, choose 330mm discs and four-pots.



N/A or turbocharged, the Zetec can produce respectable power

+ MODIFYING

This is why we've chosen the GTi. The amount of low-budget modifications available new or second-hand means it's easy to transform the performance.

Start with the stoppers. Better brakes are crucial for circuit use, because you'll kill standard stuff within a few laps. An effective upgrade involves Cosworth 4x4 calipers with 278mm Mondeo Mk1 V6 discs. Or, if you don't mind going up to 16in alloys, fit Mondeo Mk3 calipers and Focus ST170 300mm discs. Focus RS Mk1 342mm discs and Brembo four-pot calipers are also a feasible option.

Suspension should come next. Almost anything will be

an improvement – such as 35mm lowering springs and uprated shock absorbers – but for track use you might as well opt for a set of coilovers. Replace the rubber bushes with polyurethane, add a strut brace and talk to OKC about a twin rear anti-roll bar setup, adjustable front wishbones, rose-jointed drop links and eccentric top mounts.

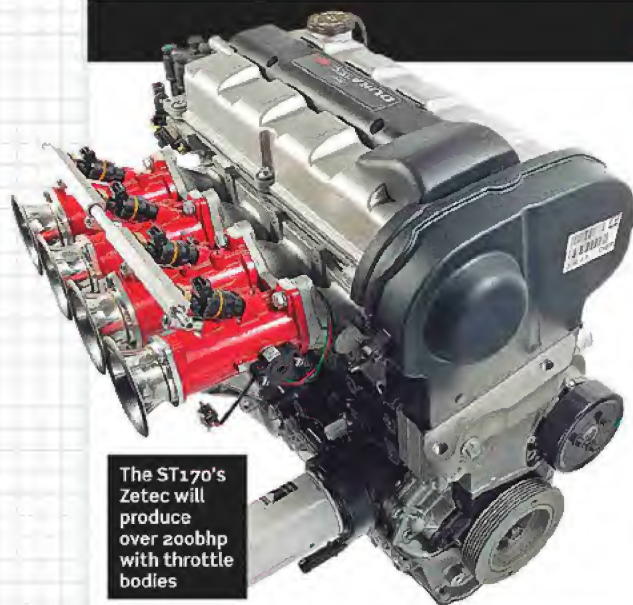
Top it off with a set of Mondeo Zetec or Escort Cosworth 16in alloys – an essential OE-plus mod for any Escort GTi.

You'll then be ready for more power. The Fiesta RS1800 upgrade is cheap and reckons on 130bhp using the RS cams and throttle body (or those from a 2.0 silver-top

Mondeo). Add an induction kit with cold air feed, bin the cat, fit a free-flowing exhaust system, four-branch manifold and chip (it won't give many gains alone) and you've already made improvements.

Before spending the cash, think about swapping the engine for a two-litre Zetec, which started life with over 130bhp and responds to those same mods.

Want more? A flowed head and throttle bodies will give all the normally-aspirated grunt you'll need. But a Zetec Turbo conversion offers more power for less cash. It's capable of 330bhp with a standard head, can rev to 8,500rpm with solid lifters, and can produce up to 600bhp in ultimate guise.



The ST170's Zetec will produce over 200bhp with throttle bodies

+ MODIFYING

Yes, the ST170 is underpowered, and it's not easily cured. A sports exhaust system and de-cat will help; add a vernier pulley on the exhaust cam, get a remap and you'll gain power and throttle response.

A pair of reprofiled camshafts could come next (a tricky job with the VVT) but make only 10bhp for your £1000. Yet they're ideal if you follow up with throttle bodies and an aftermarket ECU – producing 220bhp with the cams or 200bhp without.

Want more? The VVT system can handle 250bhp, while the ST170 fuel pump and injectors will need replacing at 240bhp with a Walbro and Siemens 650cc combo. For the ultimate

normally-aspirated engine, port the cylinder head, fit high-compression pistons and new rods.

Forced induction will be cheaper. A Jackson Racing supercharger offers 210bhp, but a second-hand Powerworks kit means up to 350bhp from its Eaton M62 blower, chargecooler and map. Turbocharging is an alternative, with Focus RS turbo and exhaust manifold, which are a direct fit.

Standard internals are good for 300bhp, while 500bhp has been seen from an ST170 block, crank, head and gearbox. The clutch can't take it though, so bin the DMF in favour of a lightweight flywheel and uprated 240mm clutch. A

short-shifter is ideal on track, and an ATB differential is a worthwhile expense. You could even opt for a straight-cut gear kit designed for BMW's Mini Cooper S.

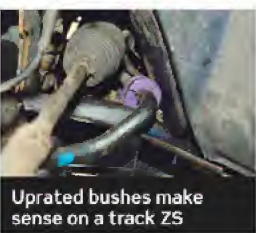
Lowering springs and uprated dampers will be fine for circuit use, and coilovers even better in some cases. Stiffen it all up with polyurethane bushes and Vibra-Technics lower arm bushes and torque link.

The standard ST170 brakes can be retained, although you'll need track-compound pads. For a turbocharged car, four-pots and 315mm discs will sit behind the stock 17in rims, although wider wheels are a bonus. Or, if you've gone up to 18s, choose 362mm discs and six-pots.

3 OF A KIND

BUDGET
TRACK CARS
FOR £1000

300mm brakes from an ST170
are a cost-effective upgrade



Uprated bushes make
sense on a track ZS

Throttle bodies
will see a ZS with
around 150bhp

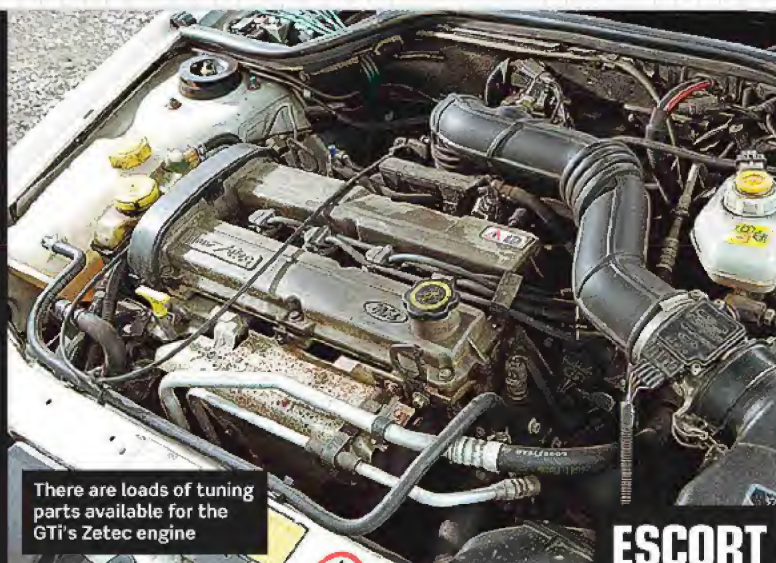


**FIESTA
ZETEC S**

Standard brakes and suspension
will need upgrading for track use

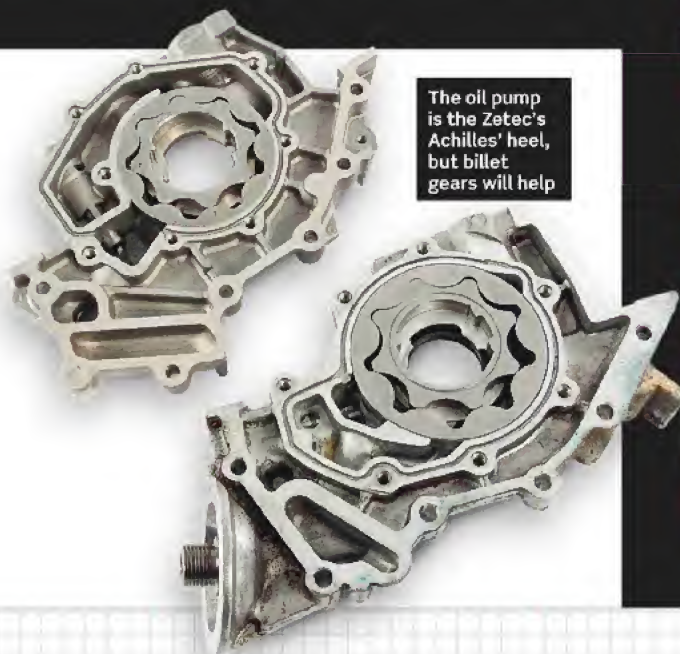


There are loads of tuning
parts available for the
GTi's Zetec engine



**ESCORT
GTI**

The oil pump
is the Zetec's
Achilles' heel,
but billet
gears will help



For the ultimate in
ST170 power add a
supercharger or turbo!



**FOCUS
ST170**

3 OF A KIND

BUDGET
TRACK CARS
FOR £1000

CONCLUSION

+ ALSO CONSIDER

ST24

A forgotten gem – the Mondeo ST24 packs a 168bhp V6 punch and 139mph top speed, with truly addictive on-track handling. Not cheap to run or tune, but will you need to?



PUMA

Like a Fiesta Zetec S but with coupé bodywork and 1.7-litre 123bhp powerplant. Responds equally well to the same mods, but you'll probably get a better Fiesta for the money.



XR4X4

Escort Cossie-type four-wheel-drive grip and Granada V6 grunt – not the fastest thing on a circuit but huge fun, a fantastic soundtrack, and a safe investment too. Bargain!

+ CLUB CONTACTS

Fiesta Zetec S
Ford Fiesta Zetec-S Owners' Club
www.zsoc.com
Fiesta Club of Great Britain
www.fiestaclubgb.co.uk
Fiesta Owners' Club
www.fiestaownersclub.com
Fiesta Evolution
www.fiestaevolution.co.uk

Escort GTi
Escort Evolution
www.escortevolution.co.uk
Ford Club UK
<http://fordclub.co.uk>

Zetec Inside
www.zetecinside.com

Focus ST170
Ford Focus Owners' Club
www.ffoc.co.uk
ST Owners' Club
www.stownersclub.com
Focus ST Owners' Club
www.focusstoc.com
<http://fordclub.co.uk>
ST Drivers
www.stdrivers.co.uk

+ TUNING CONTACTS

Fiesta Zetec S
ShawSpeed
www.shawspeed.com

Lightning Motorsport
www.lightningmotorsport.co.uk

Jamsport
www.jam-sport.co.uk

OC Motorsport
www.oc-motorsport.co.uk

Escort GTi
Odd Kidd Creations (OKC)
www.oddkiddcreations.co.uk

Dunnell Engines
www.dunnellengines.com

Raceline
www.raceline.co.uk

Focus ST170
Will Pedley Racing
www.willpedleyracing.com

Sitech Racing
www.sitechracing.co.uk

Jackson Racing
www.supercharger.com

+ EDITOR'S PICK

"Having previously owned a Puma-engined Mk5 Fiesta Zetec S I know how good they are – but the lack in grunt would disappoint me on track I think. The Escort GTi would be a good middle ground, and perfect for an even smaller budget.

But I think for this budget I'd go for the ST170. It's a

slightly newer car which means getting hold of those all-important replacement parts is easier, plus there's loads of bolt-on go-faster bits available.

The power is nice and smooth (albeit down on what it could be), handling is predictable, and above all the car will be reliable, meaning more time on track!"



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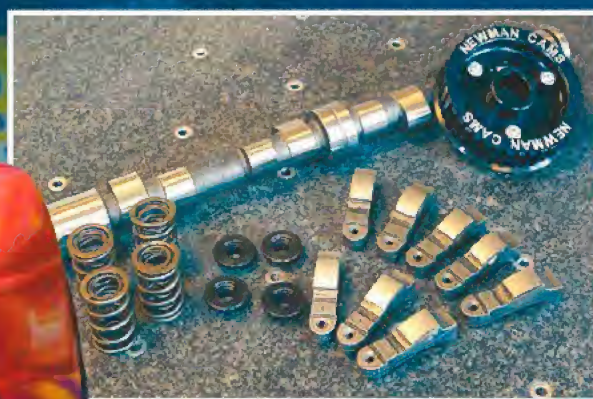
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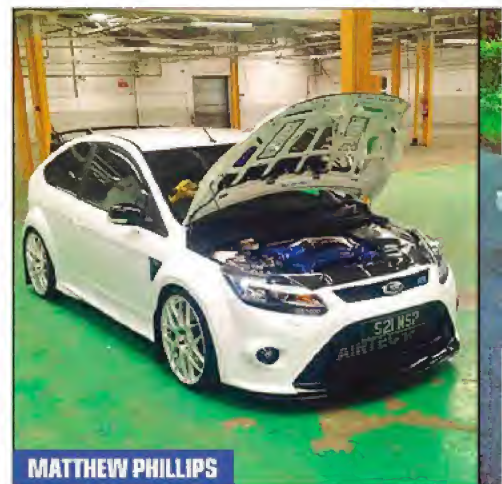
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www.eibach.com



AMD

FIESTA ST REMAP AND EXHAUST

£POA

AMD Tuning are now offering a combo deal for Mk7 Fiesta ST owners – buy a Milltek exhaust and get up to a 50% discount on an AMD Tuning remap! The Milltek exhaust is offered with free fitting included in the price, or you could benefit from a 10% discount and free delivery if you opt to have it fitted yourself. The exhaust is available in various options, including with an MOT-friendly 200-cell sports cat. The AMD Tuning remap will make the most of the hardware upgrade and increases both power and torque over the standard system. For full details give AMD a call or visit their website.

01708 861827

www.amdtuning.com



MOUNTUNE

MK7 FIESTA ST ROLL RESTRICTOR

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Newly available from Mountune is this roll restrictor for the Mk7 Fiesta ST. Replacing the standard mount, this new product will reduce the amount of engine movement (or roll) during hard acceleration and gear shifts. The updated mount is made using a high quality aluminium housing and Powerflex polyurethane bushes, and calls upon Mountune's expertise working with OEM cars to offer reduced engine movement without adversely affecting NVH. And, because it uses polyurethane bushes it won't deteriorate in the same way the standard rubber bushes can.

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TITAN

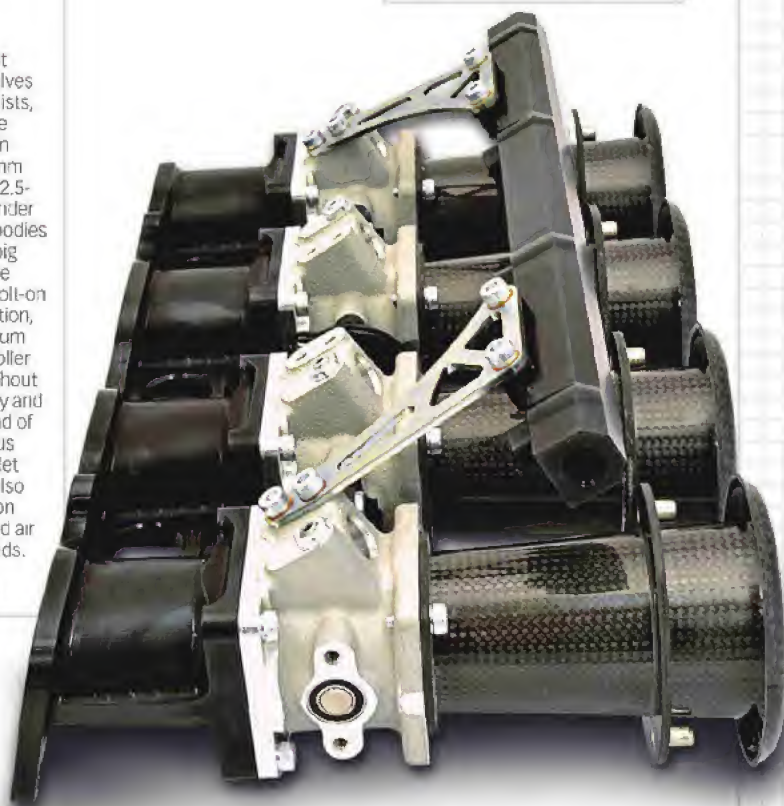
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These sexy looking throttles are the latest product to hit the shelves at motorsport specialists, Titan. Available for the 2.0-litre and 2.3-litre in 48mm guise, or a 50mm version for the larger 2.5-litre Duratec four-cylinder range these throttle bodies are key to unlocking big power. All systems are supplied as a direct bolt-on kit for ease of installation, with the billet aluminium cable quadrant and roller bearings used throughout for improved reliability and smooth operation, and of course those gorgeous lightweight carbon inlet trumpets! Titan can also supply throttle position sensors, injectors, and air filters to suit your needs.

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www.titan.uk.net



GAZ

PUMA COILOVERS

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We all know how much fun a little Puma can be, especially on track, but if you want to really transform the big cat's handling you'll want to fit this new Gaz GHA coilover kit. Offering adjustment from -25mm to +55mm you can get the ride height just how you want it, and with adjustable damping rates you can get the car really tailored to suit your driving needs. For more details visit the website.

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DEI

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STEVE HOWE FOCUS ST MK3

+ Thought fast Fords couldn't be used every day? Thought you need to have a dirty diesel to munch up those motorway miles? Well think again! Steve Howe's Mk3 Focus ST proves that just because you rack up the miles doesn't mean you have to be without a fast Ford – his Mk3 Focus ST has clocked up a

staggering 81,000 miles in just 19 months! His epic drives even included a recent trip down to Malaga in southern Spain, which he completed in one hit! The ST is still going strong and hasn't missed a beat, despite racking up more than four-times the average annual mileage! It could do with a quick wash though...



SARAH GIBSON MK7 FIESTA TITANIUM

+ Sarah's opted for the diesel-engine version of the Mk7 Fiesta Titanium as she does a lot of motorway driving. She might enjoy the fuel economy and wave of torque on offer from the derv – especially after she's had the TDCi motor remapped! – but clearly the standard looks

weren't to her taste. That's why she's treated her Mk7 to the S1600 look. So far she's fitted a front splitter, rear diffuser, changed the rear spoiler, lowered it by 50mm, and added the S1600-style stripes. Next up is an Asian grille which is currently at the paintshop being sprayed white.



DALE ALLATON FOCUS ST

+ Dale's really gone to town on his Electric Orange ST, fitting a host of both performance and styling upgrades! Under the bonnet that five-pot turbo motor is now producing a very healthy 330bhp and 410lb/ft thanks to selection of well-chosen mods. These include Dreamscience's 'block mod' for which Dale drove four hours (each way!) to have fitted! Dreamscience have also fitted and set-up the majority of performance parts found on this ST, including their famed 'Mod X' map. On the outside Zunsport grilles, LEDs, and black fog surrounds help give a more aggressive look, while a hydro-dipped interior and engine bay add some personal touches.



DAN & RICHARD MABER **FOCUS STS**

+ Like father like son they say. Well, that couldn't be any more true in the case of Dan Maber and his dad Richard. Both own Electric Orange Focus STs, with dad owning the slightly newer face-lifted version while son makes do with the earlier guise. Both cars are completely standard mechanically, with Dan's featuring some anthracite stripes and powdercoated alloys to match.



WESLEY SNIJDER **ESCORT MK5**

+ The Mk5 Escort is often overshadowed by its bigger Cosworth-badged brother, but Wesley has gone to town on his XR3i example instead. Featuring a host of goodies including Escort Cosworth replica bodykit and a tuned 2.0-litre Zetec engine swap kicking out an impressive 240bhp! This is not his only fast Ford either, as Wes also owns a Focus, a Fiesta RS Turbo, Mk2 RS2000, and Mk3 Escort project which he is in the process of

converting to rear-wheel drive and fitting a Cossie YB to!



FABIO RODRIGUEZ **FIESTA ZETEC S MK5**

+ The Mk5 Fiesta Zetec S is one of those cars that can be modified in any number of ways, and any of them will work! Fabio's taken his ZS down the 'stanced' route with a crazy-low ride height and banded steels. The bodywork has also seen the arches flared to make room for the rims,

while the standard Ford interior has been replaced with the leather from a Porsche. Under the bonnet you'll find a 1.7-litre engine from a Puma too. Fabio still has a lot of things to tick off his 'to-do' list, including hydro suspension, an FRP inlet, and more engine upgrades to come soon.



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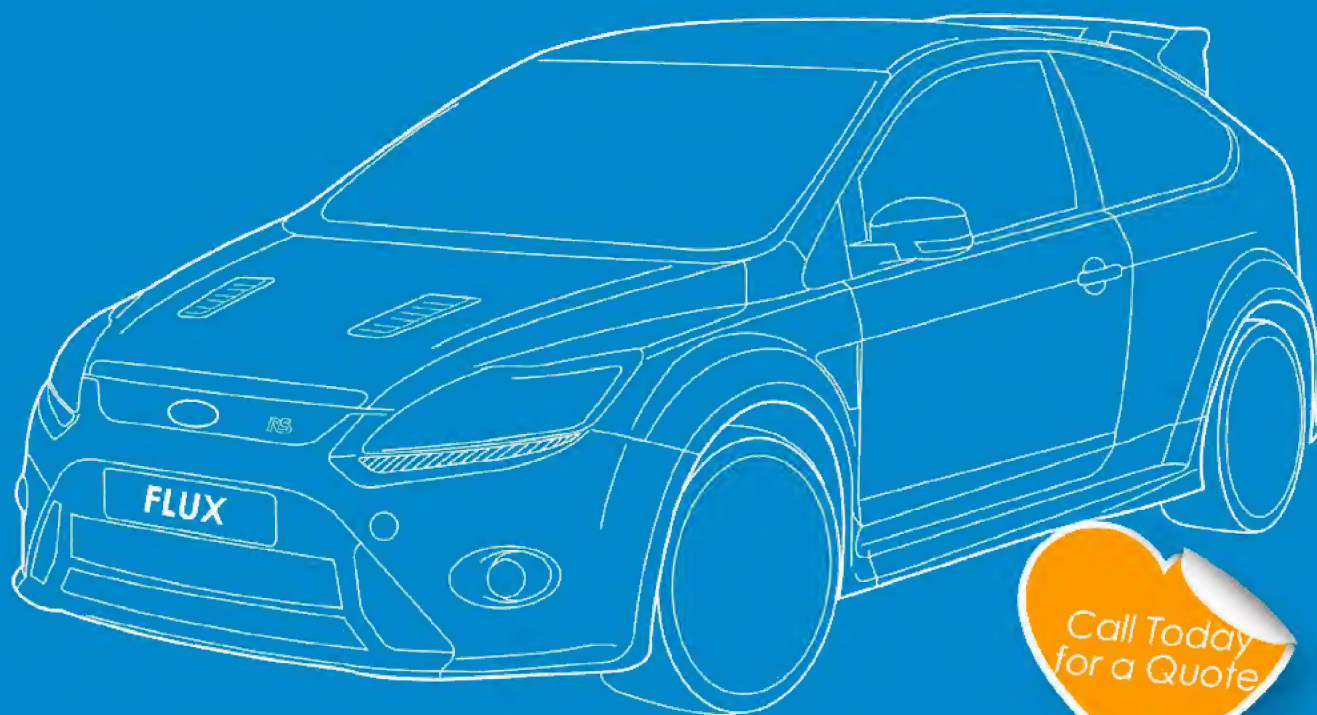
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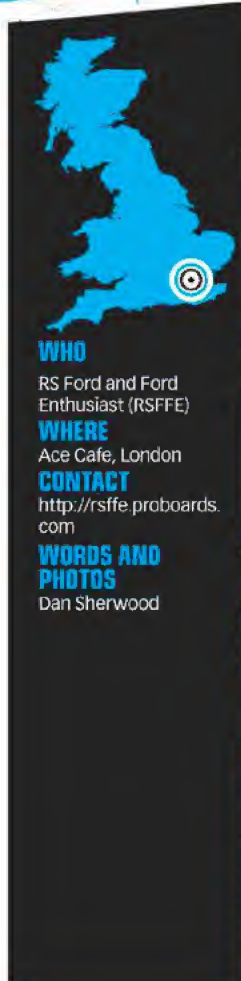
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fastford
LOCAL
HEROES

RSFFE WINTER MEET AT THE ACE!



WHO

RS Ford and Ford Enthusiast (RSFFE)

WHERE

Ace Cafe, London

CONTACT

<http://rsffe.proboards.com>

WORDS AND PHOTOS

Dan Sherwood



Mk7 Fiestas to Mk1 Escorts, all were welcome!



The summer may still seem a way off, but even in the bleak mid-winter Ford fans were still keen to get their Blue Oval fix at London's Ace Cafe

You can't knock 'em. With the final verse of Old Lang Syne still ringing in their ears and their alcohol-addled brains and turkey-stuffed stomachs still recovering from the traditional festive over-indulgences, the guys and gals of the RS Ford and Ford Enthusiast (RSFFE) forum were preparing their rides for a night of Blue Oval fun at London's legendary Ace Café, on January 4th. Joined by members of fellow forums, the Zetec S Owners Club (ZSOC) and the North Wales Ford Enthusiasts (NWFE), there was no time for recuperation, just a case of downing a dose of ibuprofen and a pack of Rennie's and getting down to business for what was to be the first meet of the year at the famous greasy spoon.

Organised by Matt Hopes and Jordan Norval, the meet was not just a way to kill a dreary January evening, but also to bolster the coffers of a seriously good cause.

"We're raising money to donate to Cancer Research," explains Matt. "It's a charity close to our hearts after the wife of the founder member of the RSFFE forum was diagnosed with the disease. We set a target of £500 before the event, but I think we've actually achieved more than that. And that's just the start; we hope to raise more throughout the year. Last year the RSFFE raised over £2000 for the charity."

As a canny way to increase donations Matt and Jordan sold off the premium inner car park spaces at the Ace, meaning anyone wanting to display their car in a prime position needed to make a donation to reserve their plot. It's an idea that worked to great effect, with everyone involved more than willing to give to such a good cause.

But don't go thinking that this was all about collecting cash, as it also allowed members of all three forums involved a chance

GAVIN STAINBURN S1 RS TURBO

35-year-old Gavin Stainburn travelled up to the Ace from his hometown of Portsmouth to show off his immaculately restored Series One RS turbo. He's owned the gleaming white beauty for two-years now and has been partaking in the painstaking top-to-bottom restoration over the last ten-

months, only completing it recently before attending the meet. "I was offered £20k for it but it's not for sale. This one is definitely a keeper," he laughs. But having just bought a three-door Cosworth to begin a new resto-project, Series One fans should keep an eye out in case he gets similarly attached to the Cossie and may be tempted to let the RST go to a lucky new owner. Only time will tell!



Saph Cossie looked hard as nails!



Mk2 Focus RS made a lovely noise!



to show-off and chat about the latest mods they had all fitted over the festive season.

Considering the date the meet received a great turnout with a broad mix of models from immaculate rally-inspired Mk1 Escorts to the more modern fare of RS and ST model Focuses and Fiestas. Revellers travelled from all across the country from as far afield as North Wales and Dorset to attend with a wealth of over 120 cars on display.

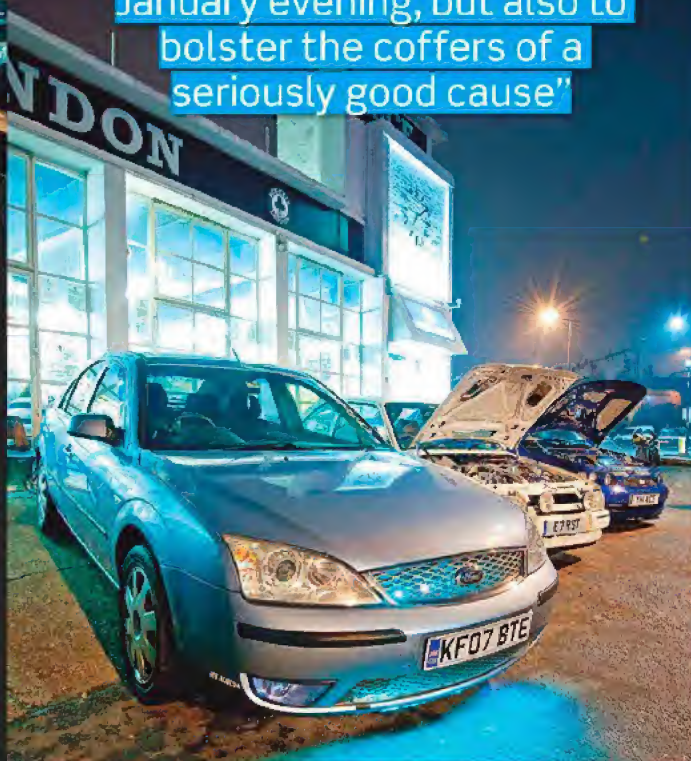
"With the exception of the Autosport show at the NEC, there just isn't anything on car-wise in January, so we decided to hold a meet to kick off the year in style and get our minds off of tinsel and back on to modding our

motors," laughs Matt. "We began the planning and organising of the meet back in November last year and promoted the event through the forums and Facebook. We knew we were onto a winner when the paid-for inner car park spaces filled up within the first couple of weeks."

Throughout the regular season the RSFFE forum has two meets a month including an early bird breakfast meet. It's a friendly site with knowledgeable members that welcome anyone with an interest in fast Fords. Check them out on their Facebook page by searching for RSFFE.

If you couldn't make it down to the Ace for the meet, here's what you missed...

"Not just a way to kill a dreary January evening, but also to bolster the coffers of a seriously good cause"





He got da bass!



"The guys and gals of the RSFFE forum were preparing their rides for a night of Blue Oval fun at London's legendary Ace Café"



How low can you go?



We're not sure, but this FRS might have a couple of Airtec products fitted



Mondeos were aplenty at the RSFFE meet



"Honey I shrunk the cars!"



STUART SMITH MK2 ESCORT RS2000

For any hardcore retro rally fans out there, Stuart Smith's Cosworth engine'd Mk2 Escort RS2000 must be a real love/hate relationship. On the one hand, there's the almost sacrilegious act of altering a genuine slice of RS2000 heritage with a different motor, but on the other hand... what an engine swap! Originally built up in bonny Scotland by a previous owner, when Stuart acquired the car it already had the Cossie lump fitted with much of the rest of the build also completed to a high standard, however the engine wasn't quite sorted properly. "It was running, but needed setting up to reach its full potential," Stuart explains. "I've done a few other bits and pieces to it too, but mainly I get my kicks from driving it. This thing is insane!" And we don't doubt that for a second...



Pure perfection!



Harry Potter even popped along too!



We've still got a bit of time for old school cool!



NIGEL HOWGEGO FIESTA COSWORTH

As a mechanic that runs his own business, you'd think it was only natural for Nigel Howgogo to be pretty handy with the spanners, but looking at his Cosworth engine'd, four-wheel drive Fiesta RS turbo, it's clear that he's a bleeding genius with a wrench. Packing 560bhp and a set of Dimma wide arches, Nigel picked up the flying Fezza as an unfinished project – basically just a shell. He then set about creating his ultimate incarnation of the feisty RS without cutting any corners along the way. 17in Rondell wheels fill the huge arches and hide equally massive AP Racing brakes from a Mitsubishi Evo VII. You can read all about the car and its adventurous tales in the full cover-car feature from issue 354...



GLENN MAY MK7 FIESTA ST

Hailing from Canning Town in London, Glenn May is not one to follow the herd when it comes to styling and tuning his cars. The latest generation of Fiesta that he currently owns is just the last in a long line of stand out cars from the 38-year-old modifier. "I like to be unique," he says. "What's the point in modifying your car if it then looks like all the rest?" And we agree.

Glenn has tricked up his tidy Fezza with a set of 17in JZ alloys, a Stage One remap and induction kit making 230bhp, a set of bonnet vents, an RS-style rear spoiler and a carbon-fibre wrapped roof. "I'm getting the wrap removed and painting it gloss and matt black soon," he explains. "The carbon wrap is getting a bit overdone now, and I'm always keen for my cars to stand out and be individual." Well it certainly caught our eye, that's for sure!

"A great turnout with a broad mix of models"



To secure a premium spot in the car park members made a donation to Cancer Research



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CARS FOR SALE

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CAPRI



1980, £8,500. New cam belt. Fully serviced. 2 owner car. Lots of MoT's. Original German factory build sheet. MoT until 2016 next year. London. 07836 20651 (HP)

CONSUL

CONSUL 315-109



1962, 58,000 miles, £6,500. Very rare car. All original metal and parts, no welding, runs and drives excellent. Near mint condition and rust free, left hand drive. Engine size 1500, 4 speed column change, manual drive, fuel type petrol, 5 seats, left hand drive, alloy wheels, 2 door. For more details call Colin. Essex. 07508 666079 (HP)

CORTINA

CORTINA 1600E



1970, £3,950 ono. Good interior, good front and rear seats, needs carpet. MoT. Paintwork faded, lacquer peeling. Lots of welding done by previous owner. New sills. Cornwall. 01726 823620 (PB)

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£3,500. Day Van 5 Litre V8 Petrol or LPG Automatic with Over Drive Short MOT/Air Conditioning/Cruise Control Rear Bench Seat/Double Bed Swap for what you have of Interest/ or Sell. Scotland. 01698 373350 (JW)

ESCORT

ESCORT MK4 RS TURBO



1990, £2,250 ono. In white. Much loved car. Has been partially restored, with new panels, and welding. Needs more work. Lost interest, and time to finish. Standard engine & car, original Turbo refurbished. Gear box overhauled + new clutch. Car on SORN. Rotherham. 07583 784292 (JW)

ESCORT XR3I



1988, 26,000 miles, £10,000. Electric windows, mirrors and a powerfold roof all of which work fine. The car is immaculate both inside and outside. I also have a full service history including every Tax disc and MoT and original receipt from 1988. Cheshire. 07989 427833 (HP)

FIESTA

1.3 LXI



1995, £900. Blue, automatic, long MoT, new gearbox (receipt for work), some old MoTs, etc. Much money spent, central locking, electric windows, excellent condition. 020 3234 1051

FIESTA MK 3

1995, £900. Automatic 1.3 LXI. New gearbox, long MoT many new parts, new locks, battery, exhaust, towbar, brakes. Excellent condition. 07770 119915 0203 234 1051 (RB)

FIESTA MK 1 VAN



1982, 65,000 miles, £Offers over £1,000. Barn find. Rare van. Interesting number plate. Needs restoration. Hampshire. 07801 357665 (RB)

FIESTA RS TURBO



1990, 86,000 miles, £2,000. 1.6. This car is in mint condition, these cars are very rare and you don't see a lot of mint ones. Car starts 1st time, it currently has no MoT as just been taken out garage. Has 4 brand new tyres, oil, oil filter, and fuel filter, timing belt has just been changed as well. Scotland. 07799 431063 (HP)

FIESTA XR2

1985, 85,000 miles, £3,250 ono. Red, original, MoT July 15, owned last 13 years, garaged, dry use only, SORN in winter (not been restored). Berkshire. 07763 416952 or 01344 457188

MUSTANG

MUSTANG



1967, £9,950. Coupe 289 V8 Automatic, it is a numbers matching car. The car starts and drives fine, all electrics work, the factory power steering does not work, structurally very sound and rust free. Very clean and original interior. Priced for a quick sale at £9950, no silly offers please. London. 07950 971518

P100

P100 PICK UP



EPOA. Reconditioned gear box & radiator. New timing belt & new tyres all round. MoT to end of July. 07860 711813

PROBE

PROBE 2.5 LITRE 24 VALVE



1997, 125,000 miles, £895 ono. Owned as only car since 2001. Bought another Probe October 2014 MoT 31 May 2015 All MoT's & Invoices since bought. Metallic Grey/Silver Beige Interior Leather Seats. SORN. 024 7666 6114 (JW)

SIERRA

SIERRA XR4I



98,000 miles, £1,995. A-reg, diamond white, MoT, service and mileage record, one owner from new, bodywork requires some attention. Hornchurch. 01708 457229 (JW)

SIERRA XR4X4



1988, 128,000 miles, £4,000. One owner since 1989, garaged. Full service history since '89. No expense spared to keep in excellent condition. Partial restoration at 122,000 miles (2006) included full respray in original colour. New clutch fitted 2012. New tyres & S/ steel exhaust, MoT July. Price includes lots of spares including some body parts and most lights. West Sussex. 01403 255712 (HP)

THUNDERBIRD

THUNDERBIRD



1960, £8,995. Lots of new parts (battery / suspension / tyres / exhaust / lots more). Runs and drive nice, useable as is. Will need UK registering (all paperwork present), paint and interior. Wiltshire. 07770 636583 (HP)

TRANSIT

TRANSIT MK1



1975, 3,800. Good condition. More info on this and more transits. Office hours. (single / double wheel / minibus at various prices). 00356 21431605 (JW)

ZEPHYR

ZEPHYR ZODIAC MK1



1955, £20,000. Fully restored must be seen would do deal for a another old car something which had been modified or not plus money. Cornwall. 07745 457263

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Wanted. Info/details for a register/ database. If you used to own one of these cars, I am looking for any info, photos, documentation you may have. Minimum requirement is a reg number. contact Paul. 07989 979591 (JW)

PARTS FOR SALE

4 BRANCH MANIFOLD

£80. Brand new, unused. Fits Escort MK1 or 2. Cost £135 new, Wanted exterior plastic sunvisor Classic/Capri. Kent. 01634 256911 (PB)

CORTINA MK3

£various. Two bonnets, one cut with scoop £30 other original £60. Door passenger a bit of damage £25. Tyres, wheels, 5 stud Rover told fit Ford 5 stud £100 ono. Kent. 01233 647261

ESCORT MK1

EPOA. Wiring loom. Under dash and rear pair alloy Pinto engine mounts. Alloy alternator bracket. Mk1 heater surround. Pair heater dash vents. 4 x 19 RS Focus white alloy wheels. Somerset. 01458 834140 (RB)

FORD ALLOY WHEELS

£100 per set. One set Sierra Azure, one set early Capri, one set Mk1 Escort/Capri Laser. Cheshire. 07712 736606

FORD CORTINA

1976, £15. New old stock n/s door mirror. Also: Ford model Y 1933 pair half shafts 25.75in long £25. Vacuum tank (for wipers) £10 + solid brass radiator cap £5. All in perfect condition. Dorset. 01202 743006

FORD ESCORT MK I

£650. Original 1300cc engine and gearbox. Fully reconditioned engine, head skimmed, etc. In bits, easy to lift and transport bargain. Ring John for details. Lancashire. 07763 909322 (RB)

FORD ESCORT MK5 SI

£55, cash please. Boot door with glass in good order, left hand side brake light intact. Need space. Buyer collects. Phone before 9pm please with no withheld numbers. Shropshire. 01547 520502

FORD ESCORT RS2000

£875. Recaro interior in grey and very rare item, this interior comes with 4 headrests door cards, rear seats, with rear armrest, in mint condition no wear on any of the bolsters no burn marks. This interior is in storage and would be ideal for any project or up grade. West Midlands. 07879 215057 (BM)

FORD FOCUS

2000, £20. Chrome Line rear lights. Coolant hoses by Roose £100 ono, fits 1.6 Zetec S engine. Lockwood upper grille £50 ono. Door sills £10. Autostyle floor mats £50 ono. North Yorkshire. 07746 977299

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EPOA. Ford F93A gearbox, 3 speed, good condition, £55. Carburetor £5. Ford Transit Mk1 master cylinder, £35. Mk 1 Fiesta master cylinder, £35. New Bedford FF Mk1 indicator arm, £20. Leicestershire. 0116 246 0291 (PB)

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RS2000

£5,250 ono. Rolling shell in very good condition. Co Down. 07709 094732 (JW)

SLOT MAGS

£50 set four. Four 51/2x13 Cobra. Four 6x13 Wolftrace. All wheels need refinishing. Kent. 07727 157143 (PB)

PARTS WANTED**CORTINA MK2 1600E**

Wanted. Console and crash pad, must be good condition. W Midlands. 01902 781018

FIESTA MK3 SEATS

Wanted. Also towbar, must be excellent condition. London. 020 3234 1051

FORD ESCORT MK1 PARTS

1971, Wanted. Dashboard switch panel. Black, 2 switch/choke/ashtray version. Part No. 1478277, 71 AGT182K42 CA/FA. Panel body must be in mint condition. Oxon. 01235 817287 (JW)

FORD GRANADA 2.8i X

1983, ENegotiable, Wanted. Motorcraft fuel pump or genuine Ford fuel pump (new). Also engine oil filter. Berkshire. 07761 789165 (RB)

FORD GRANADA MK2

1982, Wanted. Set of chrome wheel arches. Wirral. 01516 526065 (PB)

FRONT INDICATOR LENS

Wanted. And headlight o/s for early Mk3 Escort, good condition please, could p/ex for spares, Essex. 07703 346296

SUNVISOR EXTERNAL METAL

Wanted. To fit Consul, Zephyr, Zodiac, M1. Merseyside. 01514 267709 (PB)

MISCELLANEOUS**BOB 81N - CHERISHED REGISTRATION NUMBER****BOB 81N**

£49,000. A brand new, quality DVLC registration number never issued on a vehicle. Not advertised by dealers. Private Sale. No VAT On DVLC V778 Retention certificate, usual DVLA rules apply, on usage. Assignment fee paid. Applicable date Aug 1974 to Jul 1975. VRM most significant letter = "N" Offers considered. We reserve the right to remove at any time. 07551 607809 (CG)

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Offers. Spares and tools etc. Suitable for auto jumblers. Large amount. Come and make an offer for the lot. Due to retirement. Must clear. First come first served. Aberdeenshire. 01466 792123 (PB)

KISMET HPA MOT BAY

£2,200. Rolling road brake tester. Cornwall. 01579 362222 (RB)

MUM 580Y - CHERISHED REGISTRATION NUMBER**MUM 580Y**

£34,495. A brand new, quality DVLC registration number never issued on a vehicle. Not advertised by dealers. Private Sale. No VAT On DVLC Retention certificate, usual DVLA rules apply, on usage. Assignment fee paid. Applicable date Aug 1982 to Jul 1983. VRM most significant letter = "Y" Offers considered. We reserve the right to remove at any time. 07551 607809 (CG)

'REGGY'

EPOA. Personal registration number for sale. I've had it over ten years. Fantastic plate. Could be other? Is (R13 GGY). On retention ready for transfer. Avon. 07840 400569 / 01225 852852 (RB)

MISCELLANEOUS FOR SALE**1 PINT CASTROL WAKEFIELD**

1930, £150 post free. Original pourer. Nearly unused. Logo both sides. Cornwall. 07905 135288 (RB)

FORD RANGER PICK-UP

1999, £1,200. Single cab 4x4. Excellent engine and gearbox. Drives excellent. Some of the panels on rear are dented. Would suit builder etc. Long MoT. Drive away. Wigan. 07548 203239 (PB)

MODEL

£17.95 +£4.00 p+p. Diorama Ford Escort mk2 rs2000 highly detailed rs in field awaiting a buyer. Scotland. 07941 733335 (JP)

OJY 551

EPOA. Personal registration number for sale currently on a retention certificate. Fab on a classic car. Offers please. 07840 400569

PRIVATE NUMBER FOR SALE

EPOA. GARY-A, my personal plate since 2000 (G13 RYA), looks great, on retention and ready for immediate transfer, offers please. 01225 852852 or 07840 400569

PRIVATE REGISTRATION PLATE

Offers. Open to sensible offers. Lincolnshire. 01205 870815 (RB)

LITERATURE AND INFORMATION**MANUALS**

£10. Morris Oxford MO Series workshop manual. Ford Zephyr 4 - Zephyr 6 - Zodiac parts list 1962 £10. Ford Corsair 1965 parts list £10. Austin A55 Cambridge drivers handbook £5. Wolseley Six 1972 drivers handbook £5. All plus postage. Somerset. 01934 517081

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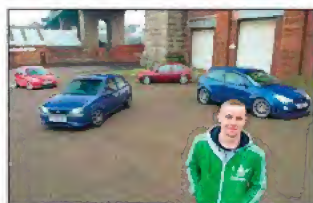
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Kids sit in their own area at the rear of the car!



FORDS YOU NEVER KNEW EXISTED



#66 FORD AURORA

Named after the Roman goddess of the dawn, the Aurora was a concept car that was supposed to shape the next era in family motoring. During the '60s America was going through its 'golden years' in terms of car production, and the biggest and best selling cars of the time were roomy wagons, so it was only natural Ford would tap into this market with their concept ideas for what the future family estate would look like.

Unveiled at the World's Fair in New York in 1964 the Aurora had a captive audience, and by all

accounts was well received by onlookers. The futuristic styling fitted in neatly with people's perceptions of what cars of the future would look like. It featured only three doors – plus the rear hatch – with just one door for the driver on the left hand side, and two doors on the right hand side; one for the front passenger and one providing access for the rear passengers. The split rear hatch also offered access, but to the rear compartment only.

The interior was equally as off-the-wall, featuring a swivel-mounted captains chair



alongside the driver's seat that could pivot around to face the wrap-around sofa-styling seating behind. But this was only the second in a three-stage compartmentalized layout. Behind the sofa seating, at the rear of the car, was the children's area – a rear-facing three-seater bench!

Furthermore, there was a glass partition between the kids' room and the adult lounge area in the middle, that would change from transparent to opaque at the touch of a button! An intercom system allowed communication between the rear compartment and the driver. How good does that sound for those long family holiday trips through the summer!?

We reckon that would have made perfect sense and Ford should have put the Aurora into full-scale production. And they might well have done, if it hadn't proved so costly to produce all the tech that allowed for the separate adult and child compartments...

We love the sofa-style seating!



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